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American Railroad Journal.

New York Saturday, May 28, 1870.

Wilmington and Manchester R. R.

The following notice is of interest to the holders of the bonds of this company:

M. K. Jesup, *et al., vs.* The Wilmington and Manchester Railroad Company, *et als.*—Pursuant to an order of the Superior Court of New Hanover county, made in the above entitled cause at the spring term, 1870, at presentation at the office of Cronly & Morris, in this city, I will pay to the holders of the first preferred bonds, secured by the mortgage made by the defendant, the said Wilmington and Manchester Railroad Company, to the plaintiff, M. K. Jesup, who have not already received the same, a per centage of $30 72 on said bonds and accrued interest on the same, being dividend for distribution, as aforesaid, from net sales of that portion of the railroad and other property covered by said mortgage, which was in the State of North Carolina. In further obedience to the order made as aforesaid, I hereby notify all holders of the bonds above referred to that unless the same are presented to me as above for payment of the dividend above stated on or before the first day of September, 1870, they will be forever debarred from any participation in the said fund in my hands for distribution as aforesaid.

M. CRONLY,
Commissioner and Referee.

Wilmington, N. C., May 16, 1870.

Atlantic and Pacific Railroad.

The annual meeting of the stockholders of this company was held in Boston on the 19th inst., the President, Mr. Francis B. Hays, in the chair. About a dozen gentlemen were present, representing nearly 30,000 shares of stock. A resolution was adopted on motion of Mr. Seligman, giving the Directors full power to make such contracts with the South Pacific Railroad Company under their charter as they should deem advisable. The road begins at Springfield, Missouri, and is now graded 50 miles west of that city, tracks are laid, and the road completed for 30 miles. The President states that the work is now progressing at the rate of one and one half miles a day. The South Pacific and this road are owned and managed by the same person, although with separate charters. The South Pacific extends from St. Louis to Springfield, Mo., a distance of 242 miles, and has been finished. At the meeting the following Directors were elected, after which the meeting adjourned: Francis B. Hays, Uriel Crocker, Isaac Rich, Jacob Sleeper, Boston Mass; Andrew V. Stout, New York; Frederick Billings, Woodstock, Vt.; Andrew Pierce, Jr., St. Louis, Mo.; William H. Coffin, Clyde, N. Y.; Charles J. Morrill, Boston, Mass.; Oliver Ames, N. Easton, Mass.; Joseph Seligman, New York; George S. Curtis, Boston, Mass.; Charles E. Harwood, Springfield, Mo.

Marquette and Ontonagan Railroad.

The Marquette and Ontonagan Railroad extends from here west to the Champion mine, a distance of 33 miles. During the shipping season this road does a very heavy business bringing down ore from the mines. They are now running thirty-eight trains per day. They have an ore dock here of a capacity of 9,000 tons, from which 12 to 14 vessels can be loaded per day. They have beside a stone dock or pier where merchandise is received from the steamboats for shipment over the road; it is also used for the shipment of pig iron. Their car and machine shops, foundry, etc., are located here. At their shops are built all the rolling stock of the road except locomotives. Their two elegant passenger coaches and baggage car were built here. They employ in the various departments about 200 mechanics. The resident officers of the road are:

Samuel P. Ely, Vice President and agent; C. Donkersley, Superintendent; A. C. Thiel, master of transportation; J. F. Sohier, General freight agent; E. B. Gay, auditor and cashier; Fred. M. Steele, pay master; Walter Finney, General passenger agent.—*Marquette Mining Journal.*

Cairo and Fulton Railroad.

The following is a copy of the resolution passed by Congress extending the time for the completion of the first section of twenty miles of this road:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in case the Cairo and Fulton Railroad Company shall complete the first section of twenty miles of said road by the twentieth day of December, eighteen hundred and seventy, and the Secretary of the Interior shall be satisfied of such completion, then the said company shall be entitled to its land in all respects and to the same extent as it would have been had said twenty miles been completed by the twenty-eighth of April, eighteen hundred and seventy, as provided by law relating to said railroad company.

Approved May 6, 1870.

Railroads in New Jersey.

Frequenters of summer resorts in New Jersey will soon have new fields open for enjoyment, through increased railroad facilities. The New Jersey Southern Railroad Company, lately the Raritan and Delaware Bay Railroad Company, purpose connecting directly with Camden by the 1st of July, and are grading a track from Whitney's Mills, four miles below Manchester, and seventy-one miles from this city, to that point, by way of Pemberton.

The injunction of the Camden and Amboy Railroad upon the New Jersey Southern, between Atsion and Jackson, on the Camden and Atlantic road, has been removed, and some time during this year measures will be taken to construct a direct road from thence to Vineland, from which point a road will run direct to Cape May. A railroad is now surveying between Barnegat and Watertown, passing Mannahawkin, West Creek, and Tuckerton. It will open many fertile tracts, and afford quick access to the rich fisheries of Little Egg Harbor Bay. It is to be finished, probably, by next summer.

Another road from Tom's River to Barnegat will afford a complete connection with both the New Jersey Southern and Seashore roads. A new railroad is likewise in contemplation between Hightstown, on the Camden and Amboy road,

and Port Mommouth, which will give travellers more speedy access to New York than by the way of South Amboy, and open up a large tract of country.

Eastern Kentucky Railroad.

The Ironton (Ohio) *Journal* learns that a portion of this road, between Hunnewell Furnace and Grayson, has been let, and is to be completed for ties and rails by the first of January next. Also that the contracts will soon be let for a branch road to the famous Lambert ore banks, and another down Tygart to the Ohio river, near Portsmouth. This road forms a link in the line which will connect Louisville with the western terminus of the Chesapeake and Ohio railroad, but it will be necessary to extend it fifteen or twenty miles eastward in order to complete the connection.

Toledo, Wabash and Western Railway.

The revenue and expenditures of the operating department of this road for the fiscal years ending December 31, 1868 and 1869, were as follows:

Revenue:	1868.	1869.
From passengers	$1,224,681 51	$1,274,539 54
" freight	2,542,742 91	2,681,235 93
" mail	70,412 49	72,049 98
" express	89,163 97	79,105 85
" miscellaneous	86,207 10	145,411 51
	$4,013,207 98	$4,252,342 81
Expenditures, viz:		
Renewal of iron and superstructure	$287,064 04	$538,617 31
Maintenance of roadway and structures	624,579 41	513,666 39
Maintenance of cars, engines, etc	489,389 66	449,733 93
General transportat'n expenses	1,488,586 68	1,549,386 95
	$2,889,619 79	$3,051,404 58
Leaving a net revenue of	$1,123,588 19	$1,200,938 28

Compared with the previous year, the gross revenue of 1869 shows an increase of $239,134 83; with an increase in expenditures of $161,784 79—making the increase of net revenue, $77,350 04.

The receipts from all sources during the year were:

Receipts.	
Gross revenue, as above	$4,252,342 81
Capital stock issued	878,803 41
I. H. Knox and others, Trustees (stock)	304,054 36
Materials and supplies, less than 1868	23,393 86
Fuel, less than 1868	49,162 02
Cash, balance of 1868	108,077 43
From connecting roads (balance of 1868)	51,704 95
Total	$5,667,538 84

Expenditures, &c.	
Operating expenses, as above	$3,051,404 58
Equipment	330,070 54
Construction	700,425 78
Interest—less unpaid coupons	1,134,990 53
Quincy and Palmyra railroad	22,223 95
Meredosia Bridge	6,348 29
Sinking fund	75,000 00
Bills payable	1,308 00
Coupons of previous years paid	72,929 50
Profit and loss	92,920 06
Cash on deposit	55,320 59
Decatur and East St. Louis R. R. Co.	91,434 47
Due from connecting roads and individuals	33,162 55
Total, as above	$5,667,538 84

As already stated, the earnings of the road for the current year show an increase of $239,134 83 over those of the preceding year, being the largest annual increase ever before realized. The gross earnings are $4,252,342 81, and the operating expenses have been $3,051,404 58, leaving a net balance of $1,200,938 23. This balance was sufficient to pay the interest upon the entire bonded debt of the Company, as well as that of the preferred stock, but the overplus, after making such payments, was too small to justify the payment of any dividend upon the common stock.

From the annexed exhibits, it will be seen that we close our fiscal year with cash assets amounting to $179,917 61, in addition to which we have materials and supplies amounting to $164,806 78, making a total of $344,724 39. The company, having no floating or other form of indebtedness, is therefore enabled to commence the incoming year with this large and available capital on hand.

The statistics of the traffic of the road indicate a movement of freight from all stations largely in excess of any previous year, and which, at remunerative rates, would have produced earnings far in advance of those actually realized. The growth or increase of the tonnage from year to year has been large and of the most gratifying and encouraging character. Unfortunately, however, the extreme competition and low rates which have prevailed, have not enabled us to show an increase in our revenues proportionate to the increase of tonnage. It is to be hoped that this evil may be remedied by the re-establishment of harmony and consequent restoration of remunerative rates between the various competing lines. When this is accomplished, our earnings will be made commensurate with the volume of our business, and then we may be confident of making satisfactory returns to our stockholders.

The rivalry and competition which has deprived the through traffic of much of its profitableness, has furnished the officers of the Company an incentive to supply the loss by a further and more complete development of our local traffic.

Accordingly, especial care and attention has been bestowed upon this, in all its various branches, embracing not only the cereals and other staples of the country, but more particularly those valuable productions, such as coal, lumber, staves, lime, &c. The success attending our efforts in this direction assure us of the wisdom of concentrating a more faithful and earnest labor in cultivating the local and internal resources of our road, which, after all, constitute the real and most reliable basis of prosperity in all railway operations.

By an advantageous exchange of the common stock of this Company for that of the Wabash Elevator Company, we have acquired the control and ownership of the extensive elevators of that Company at Toledo. The possession of these elevators is of the greatest importance to us, and especially so on account of the large through business, which, by the terms of our contract, was subject to tribute in the form of elevator charges. The amount of this through traffic during the current year was 2,000,000 bushels, and is destined to increase rapidly with each recurring year. To subject this large business to such an onerous tax, would inevitably result in its diversion to competing lines and in depriving us of one of our most important sources of revenue. The benefits arising from the possession of this property (since the first of April last) show an actual saving to the Company of nearly $50,000.

As regards our prospect for business for the incoming year, they cannot, all things being considered, be esteemed otherwise than encouraging. The country traversed by our line, is with each returning year becoming more densely populated and brought into a higher state of cultivation, and shows a marked progress in all the elements of material prosperity, thus affording us the unmistakable guarantee of a constant increase in the business of our road. However, our prospects at the present juncture are rendered more especially flattering by reason of the proposed extension of our line into new territory, and to points of greater commercial importance than hitherto reached.

Our Decatur and East St. Louis extension is rapidly advancing towards completion, the grading being nearly finished and the laying of the track being pushed forward with such dispatch, that we expect the road will be opened for business in the course of a few months. This new line passes through a country thickly settled, thoroughly cultivated, and regarded as the richest and most productive in the State of Illinois. St. Louis, its terminal point, is already well known as being one of the most important railway centres in the country. Its completion places us in possession of the shortest possible route for the transportation of the large amount of freight passing between the waters of Lake Erie and those of the Mississippi, and also in a position for the rapid transmission of all rail business between St. Louis and the great commercial cities of the East, not excelled by that of any other line. At East St. Louis, ample depot grounds, advantageously located as regards the business of the city, have already been procured, together with all other privileges necessary for the accommodation of our passenger and freight traffic. Arrangements have been made to put the line in thorough running condition and to supply it with an equipment that shall render it attractive and popular to both the travelling and business public. Its efficiency, however, will be further promoted by the completion of the railway bridge, now in the process of construction at St. Louis.

Mention was made in our last annual report of contracts concluded between this Company and the Hannibal and Naples R. R. Co., the Hannibal and Central Missouri R. R. Co., and the North Missouri R. R. Co., for the establishment of a direct and continuous through railway line from Toledo to Kansas City. That part of this proposed line, between Naples and Hannibal has already been finished, thus extending our road to the Mississippi River at the City of Hannibal. The only remaining unfinished division is that of the Hannibal and Central Missouri R. R. Co. lying between Hannibal and Moberly, being a little more than sixty miles in length. The construction work on this division is rapidly advancing towards completion, and it is expected to be ready for the passage of trains before the close of another year. Arrangements have already been made for the immediate construction of an iron bridge over the Mississippi River at Hannibal, and when built the continuity of the general line will be perfected. The completion of this great work insures to our road the local traffic from a rich and extensive country between the Illinois, Mississippi and Missouri rivers, besides furnishing us the shortest and most eligible route to Kansas City, a place already of great business importance and by reason of its railway connections, destined to become the distributing point of the traffic of the Southwest.

St. Louis and Kansas City, at the period of the inception of our Company, were regarded as the great natural objective points of our railway, and ever since that event we have looked forward to the extension of our line to those great railway centres as the accomplishment of a design of the greatest importance to us. We therefore look to the early completion of these undertakings with the highest degree of satisfaction and in the full conviction that we shall realize from them an accession to our traffic, both through and local, far beyond that which has hitherto been anticipated or realized.

The new line of railroad extending from Danville to Bloomington is now nearly finished. This road passes through a rich grain producing country, and we have therefore ample reason to expect from it a large amount of grain, which will naturally seek an eastern outlet through Toledo.

We likewise look forward with much interest to the opening of the new line of railroad from Fort Wayne to the Ohio River, which promises us very favorable connections and a large business.

It is expected that the bridge crossing the Mississippi River at Keokuk will be completed and ready for the passage of trains during the coming autumn, which will greatly facilitate all our busi-

ness relations with that city, and secure prompt and advantageous connections with the Des Moines Valley R. R.

The length of road operated is as follows: in Ohio, 75.5 miles; in Indiana, 166.9 miles; Main road in Illinois, 212.4 miles; Keokuk branch, 41.2 miles; Naples branch, 4 miles; Camp Point to Quincy, (leased), 22 miles—total length of road operated, 522 miles. Five passenger coaches, 200 box freight, 125 platform, 100 stock, 25 coal and 16 other cars have been built at the shops of the company during the year. There have been entirely rebuilt, or received general repairs, 1 sleeping coach, 7 passenger coaches, 3 baggage and mail, 232 box freight, 30 stock, 19 platform, 3 coal, and 52 other cars. Ten first class locomotives have been added during the year—five of which were manufactured at the Schenectady Locomotive Works, and five at the Pittsburg Works. The equipment now comprises 115 locomotives, 50 passenger, 4 smoking, 29 mail and baggage, 1,300 box freight, 391 stock, 280 platform, 206 coal, 48 caboose and 30 dumping cars. A large number of engines have been converted from wood-burners to coal burners, so that of the present equipment of 115 engines, 81 are now consuming coal. During the year 90 miles of new iron have been laid with the Fish Joint, and 64 miles of old rails taken out, repaired and replaced; 4½ miles of new steel rails have been put in the track; 34 miles of fences built; 7 miles of new side tracks; 139,074 new cross-ties; 3 new passenger buildings; 5 new freight buildings; and 1 new machine shop. Fully 50 miles of the track have received a substantial coating of ballast.

INCOME ACCOUNT.

Net income, as above	$1,200,938 23
Balance from previous year	430,996 77
Capital stock	1,300,000 00
I. H. Knox and other Trustees	304,054 36
	$3,235,989 36
Construction and equipment	$1,030,496 32
Interest account	1,150,420 28
Discount on capital stock	421,196 59
Profit and loss	92,920 06
Balance	540,956 11
	$3,235,989 36

TREASURER'S GENERAL BALANCE.

Road bed and equipment	$23,390,000 00
First mortgage bonds, Griswold and others, Trustees	839,000 00
Supplies, materials on hand	111,774 42
Supplies, fuel on hand	53,032 36
Bills receivable	694 89
United States military account	82 08
Indianapolis Rolling Mill Co	11,516 14
Quincy and Palmyra R. R. Co	22,223 95
Hannibal and St. Joe R. R. Co	705 80
Meredosia Bridge Co	56,161 96
Hannibal and Naples R. R. Co	13,669 00
Illinois and Mississippi Telegraph Company	11,950 00
Equalization account	34,574 08
Jacksonville Depot Co	3,765 48
Quincy R. R. Bridge Co	3,900 00
South Shore line	800 00
Isaac H. Knox & Co	91,434 47
Buffalo and Erie R. R. Co	567 05
Sinking fund consolidation bonds	75,000 00
E. D. Mason, engineer	1,050 00
D. G. Moore, assistant paymaster	12,137 94
Uncollected freight earnings	5,585 65
Cash	59,100 14
	$24,798,748 41

General stock	$7,500,000 00
Preferred stock	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co	900,000 00
First mortgage bonds, Lake Erie & St. L. R. R. Co	2,500,000 00
First mortgage bonds, Gt. W. R. R. Co. (east of D.)	22,000 00
First mortgage bonds, Gt. W. R. R. Co. (west of D.)	707,000 00
First mortgage bonds, Gt. W. R. R. Co. of 1859	2,500,000 00
First mortgage, Q. & T. R. R. Co	500,000 00
First mortgage bonds, I. & S. I. R. R. Co	300,000 00
Second mortgage bonds, T. & W. R. R. Co	1,000,000 00
Second mortgage bonds, W. & W. R. W. Co	1,500,000 00
Second mortgage bonds, Gt. W. R. R. Co. of 1859	2,500,000 00
Equipment bonds, T. & W. R. W. Co	600,000 00
Consolidated mortgage bonds, T. W. & W. R. W. Co	2,700,000 00
Coupons, Feb. 1868, to Nov., 1869	25,012 75
Jas. S. Dickinson, Tr. elevators	3,779 55
Balance of Income account	540,956 11
	$24,798,748 41

President.—AZARIAH BOODY.

Vice President.—J. N. DRUMMOND.

Directors.—Azariah Boody, Isaac H. Knox, A. M. White, William Kidd, Abraham B. Baylis, Wm. I. Schenck, Horace F. Clark, New York; Wm. Mason, Taunton, Mass.; George Cecil, Logansport, Ind.; C. M. Smith, Springfield, Ills.; C. A. Savage, Quincy, Ills.. Amasa Stone, Jr., Cleveland; James Spears, Lafayette, Ind.; J. N. Drummond, Toledo; E. B. Phillips, Chicago.

Secretary and Treasurer.—Wm. B. Corneau.

Gen'l Superintendent.—GEORGE H. BURROWS.

Northern (N. H.) Railroad.

The report of this company for the year ending March 31, 1870, shows the earnings to be $689,628 03, and the expenses $433,356 11; balance, $256,271 92: add to this the balance of interest account, $1,119 66, and the amount is $257,391 58. This added to the balance of income, as per last report, $253,474 79, makes a net income of $510,866 37. Out of this has been paid on two dividends, and United States tax on earnings of previous years, $251,894 35; leaving a balance of income account of $258,972 02, which has been put into fuel, rails, etc., etc., for the road. Bonds of the road to the amount of $5,600 have been purchased and cancelled, leaving $115,000 outstanding. The contingent fund reaches the sum of $83,091 61. The receipts have increased $74,011 44 during the year past, and expenses $7,403. The number of passengers has increased 10 per cent., and tonnage 17. All damages from freshets and otherwise have been made good, and 685 tons of new rails have been laid, 2,993 tons taken up, repaired and relaid, and over 18,000 new sleepers put down. One passenger car, forty-nine freight cars and one locomotive have been built. Of the extension from Bradford to Claremont the report says: "It has been decided to build it, and the grading and masonry of the road have been let, and the work will be commenced as soon as the land damages are settled." In regard to the contract with the Concord road, which is appended to the report, the Directors say:

"A contract has been made with the Concord Railroad Corporation, which, it is believed, will be advantageous to the roads and the public. Under this arrangement a considerable annual saving can be made by working the two roads together, while better and cheaper facilities can be afforded to the public."

The bridge across the Connecticut at White River Junction is to be rebuilt this year.

St. Croix and Superior Railroad.

At a meeting of the corporators of the St. Croix and Superior Land Grant R. R. Co., in Prescott, Wis., on the 12th inst., a resolution was adopted accepting the charter, and directing the acceptance to be filed with the Secretary of State of Wisconsin. Philip W. Holmes, of New York, Nathan K. Elmore and Joseph Colamer, of Philadelphia, were appointed commissioners to open books for subscriptions of stock. James Smith, Jr., of St. Paul, attorney for Jay Cooke & Co., subscribed for five hundred shares, amounting to $500,000, the amount required in the charter to be subscribed preliminary to the organization of the company. A further meeting was ordered to be held at Milwaukee, July 14th, for the election of directors and the officers of the company.

☞ The officers of the Lake Pepin and Omaha R. R. Co., recently re-elected, are: Dr. N. S. Tefft, of Wabashaw (Minn.), President; Geo. Bryant, of Elgin, Vice President; H. P. Willson, of Plainview, Secretary; O. P. Whitcomb, of Rochester, Treasurer. The company intend securing the construction of a road from Austin to Wabashaw, to connect either with the Green Bay road or with one to Lake Superior, by way of the Chippewa Valley. A preliminary survey of the entire line is to be made this season.

☞ The quantity of Iron Ore transported over the St. Louis and Iron Mountain railroad during the first four months of the present year was as follows:

January	23,165,586 pounds.
February	31,426,981 "
March	37,383,928 "
April	47,430,765 "
Total for four months	139,357,260 "

The total amount of pig iron transported during the same time was 16,506,235 pounds.

The Adams' Express Company have declared a quarterly dividend of two per cent., the transfer books closing the 20th inst. and reopening June 2.

The American Merchants' Union Express Company have declared a semi-annual dividend of three per cent., payable July 15. The transfer books will close on June 25 and reopen July 16.

☞ The following gentlemen have been elected directors of the New York and Harlem R. R. Co. for the ensuing year: Cornelius Vanderbilt, C. Vanderbilt, Jr., W. H. Vanderbilt, Augustus Schell, Horace F. Clark, A. B. Bayliss, J. H. Banker, Joseph Hasker, W. C. Wetmore, Oliver Charlick, J. B. Dutcher, W. A. Kissam, C. M. Merserole.

☞ Upwards of 100 miles of the Lake Superior and Mississippi Railroad are completed, and 2,500 men are at work upon the remainder. The road will be opened by a grand excursion from St. Paul to Duluth, on the 4th of July.

☞ The Kansas City and Fort Scott railroad has been completed to Baxter Springs, on the line of the Indian Territory.

Railroads of the State of Pennsylvania.

A tabular statement of their Capital, Length, Cost, Earnings, Dividends, &c., for the fiscal year ending October 31, 1869.

Compiled from the Annual Reports to the Hon. J. F. Hartranft, State Auditor.

Railroads.	Capital Account. Stock.	Bonds.	Debt.	Total.	Length of Track. Main.	Branch.	Other.	Cost of Road & equipm't.	Road Oper.	Gross Earnings. Passenger.	Freight.	Other.	Total.	Expenses and Rents.	Net Earnings.	Dividends. Am't.	Rate p. c.
	$	$	$	$	M.	M.	M	$	M.	$	$	$	$	$	$	$	
Allegheny Valley	2,169,550	3,955,000	441,937	6,566,687	131.00	.....	23.00	7,913,532	131.00	309,838	720,030	15,516	1,045,385	702,664	342,721	.....	.....
Atlantic and Great Western	29,598,695	29,999,900	unascert'ed	59,598,595	.....	No report.											
Bald Eagle Valley	550,000	479,000	.....	1,029,000	51.20	2.00	4.10	1,050,000	(Operated under lease by Pennsylvania Railroad Company.)							44,000	8
Barclay Coal Company	1,000,000	119,000	.....	1,119,000	16.00	.....	4.00	1,119,000	(Operated under leased by Towanda Coal Company.)							70,000	7
Bellefonte and Snow Shoe	600,000	99,000	.....	699,000	21.00	1.50	2.00	442,059	22.50	8,897	59,390	40,056	108,343	69,162	39,181	19,800	3
Buffalo, Bradford & Pittsburg	2,286,000	583,500	.....	2,869,500	26.00	.....	2.00	(Operated under lease by Erie Railway Company.)								.....	.....
Buffalo, Corry and Pittsburg	428,717	700,000	374,315	1,503,032	43.20	.....	1.00	1,446,988	43.20	73,233	142,003	10,673	225,909	148,675	77,234	.....	.....
Buffalo and Erie	6,000,000	4,000,000	.....	10,000,000	88.00	.....	40.00	7,008,901	88.00	614,455	1,195,007	78,806	1,888,268	1,041,499	846,769	480,000	8
Catasauqua and Fogelsville	426,600	.....	.....	426,900	20.00	.....	8.00	738,854	24.00	5,648	121,095	23,521	150,265	70,125	80,140	25,614	6
Catawissa	3,359,500	445,250	.....	3,804,850	65.00	2.50	5.12	(Operated under lease by Atlantic and Great Western Railroad Company.)								.....	.....
Chester Creek	159,500	185,000	.....	347,500	7.25	.....	0.50	344,500	(Operated under lease by Philadelphia and Baltimore Central Railroad Co.)							8,406	6
Chester Valley	871,900	937,500	500,000	2,309,400	21.50	.....	1.50	1,371,900	(Operated under lease by Philadelphia and Reading Railroad Company.)							.....	.....
Chestnut Hill	120,650	.....	.....	120,650	4.12	.....	1.00	120,650	4.13	16,765	4,549	.....	21,314	8,300	13,014	12,065	5
Cleveland and Pittsburg	6,300,475	3,883,500	.....	10,183,975	167.00	32.00	51.00	10,733,780	225.00	598,932	1,697,836	86,800	2,383,670	1,401,948	981,722	512,123	8
Colebrookdale	45,185	262,800	901	308,886	12.80	.....	1.20	516,099	(Operated under lease by Philadelphia and Reading Company.)							.....	.....
Columbia and Port Deposit	203,172	100,000	11,460	304,632	4.87	.....	0.84	304,632	(Operated under lease by Phila., Wilmington and Baltimore Co.)							.....	.....
Connecting	1,278,300	1,000,000	.....	2,278,300	6.70	.....	9.53	2,278,300	(Operated under lease by Philadelphia and Trenton Railroad Co.)							.....	.....
Cumberland Valley	1,816,900	352,300	.....	1,669,200	74.00	.....	11.00	1,492,205	74.00	191,832	326,054	6,107	532,993	347,077	185,916	94,428	8
Danville, Hazlet'n & Wilkesb're	413,150	510,000	.....	923,150	14.00	.....	1.00	329,510	(Recently opened for traffic.)							.....	.....
Delaware, & Huds'n Canal R.R.	(Included in Canal account.)				32.00	.....	26.00	2,928,802	32.00	33,007	27,452	.....	60,469	704,018	.....	.....	.....
Del., Lack. and Western R.R.	14,100,600	3,308,000	2,190,000	19,598,600	113.00	.....	102.00	14,500,000	113.00	191,973	2,201,115	24,236	2,417,324	1,632,319	785,005	1,410,010	10
E. Brandywine & Waynesburg	89,800	175,000	2,000	266,800	17.50	.....	0.35	264,800	(Operated under lease by Pennsylvania Railroad Co.)							.....	.....
East Mahanoy	392,550	.....	.....	392,550	7.54	.....	3.50	391,604	(Operated under lease by Philadelphia and Reading Company.)							.....	6
East Pennsylvania	1,309,200	495,900	.....	1,805,100	36.00	.....	9.80	1,472,599	(Operated under lease by Philadelphia and Reading Company.)							.....	107
Ebensburg and Cresson	42,000	80,000	.....	122,000	11.00	.....	0.50	122,000	(Operated under lease by Pennsylvania Railroad Company.)							.....	.....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	78.00	.....	14.00	2,620,000	78.00	140,839	395,264	26,830	562,933	478,680	84,253	25,000	5
Enterprise	334,700	.....	5,533	340,233	6.50	4.90	1.50	239,816	(Recently completed and leased to the Philadelphia and Reading Co.)								.....
Erie	78,536,910	23,398,800	.....	101,935,710	459.00	364.50	380.76	65,131,959	823.50	3,429,629	12,583,795	708,077	16,721,500	13,551,054	3,170,346	.....	.....
Erie and Pittsburg	999,600	2,577,504	.....	3,577,104	83.69	.....	17.10	3,680,125	83.69	131,106	674,078	19,427	824,611	426,466	398,145	.....	.....
Fayette County	90,000	.....	.....	90,000	12.66	.....	0.48	130,000	(Operated under lease by Pittsburg and Connellsville Railroad Co.)							.....	7½
Hanover Branch	116,850	.....	.....	116,850	12.20	.....	.....	257,891	12.20	19,052	44,085	18,206	78,343	50,181	21,162	11,685	10
Harrisburg and Lancaster	1,182,550	700,000	.....	1,882,550	36.00	18.00	32.00	1,882,550	(Operated under lease by Pennsylvania Railroad Company.)							82,788	7
Hempfield	1,809,565	500,000	100,000	2,409,565	32.00	.....	1.34	1,657,799	32.00	19,224	23,972	17,299	60,495	45,844	15,251	.....	.....
Huntingdon & Broad Top Mt.	706,580	1,927,614	.....	2,634,114	44.00	14.75	12.00	2,202,147	58.85	27,063	254,483	10,018	291,564	285,682	5,882	.....	.....
Ironton	400,000	130,000	.....	536,000	11.00	.....	4.00	268,000	11.00	.....	32,362	.....	32,362	10,973	21,389	.....	.....
Jamestown and Franklin	603,077	1,000,000	688,228	2,291,305	43.25	1.50	2.50	1,665,243	(Operated under lease by Lake Shore and Southern Michigan Company)								.....
Junction	180,250	800,000	.....	980,250	4.62	.....	5.49	898,324	4.62	14,425	86,730	6,457	107,612	45,019	62,593	.....	.....
Lackawanna and Bloomsburg	1,335,000	2,200,500	125,000	3,660,500	80.00	.....	27.50	3,870,000	80.00	142,615	815,244	8,974	966,833	593,530	373,413	.....	.....
Lake Shore & Mich. Southern	35,000,000	23,313,000	416,552	58,729,552	439.97	405.18	229.89	49,947,720	985.15	(No connected accounts published.)						.....	8
Lawrence	260,450	360,000	20,000	640,450	17.40	.....	.....	614,869	(Operated under lease by Pittsburg, Fort Wayne and Chicago R. R. Co.)								.....
Lehigh and Lackawanna	375,100	300,000	40,000	715,100	15.00	.....	1.01	715,000	(Operated under lease by Lehigh Nav. Co.)								.....
Lehigh Valley	16,060,650	4,573,500	1,943,189	22,577,339	101.00	98.15	192.18	17,987,659	208.75	396,687	4,361,828	142,117	4,900,732	2,702,455	2,198,277	1,606,031	10
Little Saw Mill Run	83,000	36,167	.....	119,167	3.00	.....	1.00	91,011	2.00	.....	47,604	4,660	52,264	25,421	28,843	7,710	9
Littlestown	46,225	34,760	87	81,062	7.25	.....	0.60	76,000	7.15	1,875	6,286	835	8,996	8,932	64	.....	.....
Lehigh and Susquehanna	(Owned by Lehigh Coal and Navigation Co.				105.00	.....	61.00	13,919,763	120.00	109,782	1,786,505	48,221	1,945,508	1,176,960	768,548	.....	.....
Little Schuylkill	2,646,100	795,500	.....	3,441,600	28.25	3.30	24.65	1,466,283	(Operated under lease by Philadelphia and Reading R. R. Company.)							192,808	8
Lorberry Creek	52,050	.....	.....	52,350	5.50	1.00	1.00	82,050	(" " " ")							.....	.....
Lykens Valley	600,000	.....	.....	600,000	19.60	.....	5.50	600,000	(Operated under lease by Summit Branch R. R. Co.)							57,000	10
Mahanoy Valley	125,000	.....	15,260	140,260	6.85	.....	0.18	140,260	(Operated under lease by Philadelphia and Reading R. R. Co.)							.....	.....
Mahanoy & Broad Mountain	2,035,015	250,000	217,907	2,502,922	12.74	36.65	24.46	2,272,345	161.25	109,529	22,905	128,589	(Operated by Phila. & Reading Co.)			.....	.....
Mifflin and Centre County	63,519	181,500	6,000	251,019	12.50	.....	1.00	253,406	(Operated under lease by Pennsylvania R. R. Co.)							.....	.....
Mill Creek and Mine Hill	323,375	.....	.....	323,375	3.78	.....	9.12	323,375	(Operated under lease by Philadelphia and Reading R. R. Co.)							32,339	10
Mine Hill & Schuylkill Haven	3,856,453	.....	.....	3,856,450	136.00	.....	140.00	3,824,957	(" " " " ")							306,918	8
Mount Carbon	200,000	.....	.....	200,000	7.00	.....	4.00	203,259	(" " " " ")							15,000	6
Mount Carbon & Port Carbon	283,250	.....	.....	283,250	2.50	.....	9.60	282,812	(" " " " ")							33,984	12
Middle Creek	140,948	.....	.....	139,312	.....	.....	.....	.....	(Being constructed 50 miles; 25 miles graded.)							.....	.....
Nesquehoning Valley	369,495	.....	.....	369,496	7.00	2.00	.....	239,284	(Whole length 13 miles, from Mauch Chunk to Homestown.)							.....	.....
New Castle & Beaver Valley	605,000	136,300	2,000	843,300	14.92	.....	2.62	424,468	(Operated under lease by Pittsburg, Ft. Wayne and Chicago Railway Co.)							33,275	5½

Northern Central	5,000,000	7,005,500	592,582	12,598,082	138.00	.....	123.00	13,545,720	326.00	653,446	1,950,099	324,497	2,928,063	1,885,364	1,042,699	299,401.	6
North Lebanon	300,000	.....	.....	300,000	7.72	0.33	2.88	378,880	7.72	.....	77,965	.....	77,965	30,847	47,118	29,900	14
North Pennsylvania	3,150,000	3,588,439	133,476	6,898,915	53.60	12.10	28.80	7,025,092	67.70	389,379	690,619	44,233	1,132,731	640,262	492,469	.....	5s
Oil Creek & Alleghany River.	4,259,450	3,170,000	.....	7,409,450	95.00	3.50	21.50	7,660,990	.....	246,681	1,728,433	39,313	2,014,427	1,001,072	1,013,255	425,945	10
Oil City and Pithole Branch	485,000	.....	190,000	675 000	7.00	.....	1.00	625,000	7.00	2,687	30,590	245	33,622	24,888	8,634	.....	.....
Pennsylvania and New York	1,061,700	3,000,000	.....	4,061,700	105.00	.....	10.33	2,449,079	.....	(Completed Sept. 1869.)			.....	.....	.....	.....	.....
Pennsylvania	33,493,112	17,779,564	2,054,452	53,327,128	354.90	36.50	494.90	32,392,867	643.00	3,631,137	12,932,657	687,017	17,250,811	11,908,672	6,343,139	2,944,421	10
Pennsylvania Coal	3,200,000	592,500	383,000	4,175,500	47.00	15.87	53.00	2,000,000	47.00	(Gravity Railroad—No accounts published.)						320,000	10
Perkiomen	37,650	393,500	222,981	654.131	11.00	.....	1.90	518,739		(Operated under lease by Phila. and Reading R. R. Co.)							.....
Phila. and Baltimore Central.	218,000	800,000	291,686	1,309,686	36.00	.....	4.50	1,415,976	47.00	99,099	92,697	4,876	196,672	187,400	19,272	.....	.....
Philadelphia and Erie	6,004,300	12,598,000	40,974	18,643.274	287.60	.....	86.56	19,391,972	287.60	672,964	2,507,083	82.658	3,262,705	3,271,667	(loss)	.....	.....
Philadelphia and Reading	29,023,100	7,330,191	.....	36,353,290	93.00	134.70	296.17	29,815,067	497.33	1,184,006	9,925,863	98,512	11,208,381	6,681,062	4,527,319	2,843,141	10
Ph., Germantown & Norristown	1,595,750	55,900	.....	1,661,650	17.00	3.00	5.00	1,454,872	20.00	439 803	246,779	11,937	697,620	356,982	340,828	161,072	10
Philadelphia and Trenton	1,259,100	.....	.....	1,259,100	26.50	.....	9.16	1,436,338	33.20	938,836	91.459	47,266	1,077,559	755,801	321,758	125.910	10
Ph., Wilmington & Baltimore.	9,250,850	2,368,000	205,000	12,063,850	95.95	3.26	107.52	10,652.226	99.21	1,508,612	813,057	243,633	2,865,302	1,689,208	876,094	756,151	8
Pinegrove and Lebanon	100,000	.....	59,336	159,336	6.00	.....	0.25	157,803		(Operated under lease by Phila. and Reading R. R. Co.)							.....
Pittsburg, Cinn. and St. Louis.	5,423,200	10,036,690	421,184	15,459,890	193.00	8.00	24.00	15,879,338	201.00	621,916	1,590,382	121,803	2 434,101	1,902,269	531,832	.....	.....
Pittsburg and Connellsville	1,794,576	5,500,000	.....	7,294,586	60.90	.....	18.20	3,090,992	78.20	166,676	425,277	17,023	608.919	400,326	208,593	.....	.....
Pittsburg, Ft. W. and Chicago.	19,583,948	12,563,000	72,093	33,219,041	468.30	65.00	138.50	24 391,380	468.30	2,560,669	5,169,609	318,420	8,048,693	4,859,899	3,188,799	1,273,145	9
Reading and Columbia	506,848	1,000,000	952,859	2,459,707	40.00	8.00	4.10	2,146,147	46.00	61,760	143,318	2,721	207,799	146,766	61,033	.....	.....
Schuylkill and Susquehanna	1,269,150	97,000	106,120	1,472,270	54.00	.....	7.00	1,300,702	54.00	34,665	134.417	3,411	172,494	145,101	27,392	.....	.....
Schuylkill Valley	576,050	.....	.....	576,050	11.00	12.80	8.53	576,841		(Operated under lease by Phila. and Reading R. R. Co.)						57,605	10
Summit Branch		(See Lykens Valley Railroad.)							21.50	4,488	226,988	6,674	238,150	99.874	138,276	36,021	8
Shamokin Valley & Pottsville.	869,450	700,000	.....	1,569,450	28.03	1.12	8.00	1,569,550		(Operated under lease by Northern Central R. R. Co.)						52,167	6
Shamokin and Treverton	150,000	.....	67,331	217.331	6.80	2.40	1.20	195,868		(Operated under lease by Phila. and Reading R. R. Co.)						.....	.....
South Mountain Iron	.....	369,000	.....	369,000	17.12	.....	1.25	340,525		(Operated by the Cumberland Valley R. R. Co.)						.....	.....
Tioga	580,900	246,000	.....	496,500	30.60	.....	6.10	1,173,945	34.60	20,280	283,168	99,992	395,440	190,856	204,584	.....	.....
Tyrone and Clearfield	510,000	.....	404,069	914,069	37.60	8.00	10.00	914,069		(Operated under lease by Pennsylvania R. R. Co.)						.....	.....
Westchester and Philadelphia.	684,416	957,600	97,500	1,739,100	26.50	.....	5.00	1,618,360	35.50	209,543	111.802	9,226	330,571	215 674	114,897	.....	.....
Westchester	165,000	.....	.....	165,000	9.00	.....	0.50	202,886		(Operated by Westchester and Philadelphia R. R. Co.)						.....	.....
Wilmington and Reading	734,812	789,300	.....	1,524,112	9.35	.....	2.64	1,088,732	19.35	(Not yet fully in operation.)						.....	.....
Wrightsv., York & Gettysburg	317,050	.....	76,485	393,535	13.00	.....	1.00	393,635	13.00	16,172	43,923	1,342	61,437	52,982	11,555	.....	.....
Western Pennsylvania	1,022,450	1,800,000	304,412	3,126.862	36.10	27.60	17.96	3,176,441		(Opearted under lease by Pennsylvania R. R. Co.)						102,245	10
Zerbe Valley	1,000,000	.....	.....	1,000,000	15.10	.....	4.70	1,000,000		(Owned and operated by Philadelphia and Reading R. R. Co.)						.....	.....

STREET PASSENGER (HORSE) RAILROADS.

Allentown	30,314	.....	11,900	42,214	3.25	.....	0.16	27,739	3.25	8,489	.....	600	9.089	6,652	2,437	.....	.....
Citizens' (Philadelphia)	192,750	.....	.....	192,750	7.25	.....	1.13	179,625	7.25	234,141	.....	6,152	240,293	158,975	81,318	70,000	36.53
Citizen' (Pittsburg)	184,000	50,000	7,700	241,700	5.56	.....	3.50	234,427	5.56	139,889	.....	5,679	145,568	107,490	38,078	36,000	19.56
Easton and South Easton	29,562	.....	.....	29,562	1.38	.....	0.26	25,230	1.38	8,793	.....	72	8,565	7,328	1,237	729	2.44
Empire	.....	.....	.....	.....	1.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie City	18,550	17,272	.....	35,822	2.14	.....	0.12	32,915	2.14	12,305	.....	139	12,444	9,695	2,749	.....	.....
Frankfort and Southwark	491,750	198,000	.....	689,750	12.33	.....	4.04	762,441	12.33	302,719	.....	5,419	308,138	246,419	61,719	32,938	6.69
Germantown	307,545	350,000	.....	687,545	25 50	.....	8.75	562,270	25.50	324,890	.....	23,131	348,021	224,528	123,493	60,000	19.51
Girard College (Philadelphia)	170,000	.....	.....	170,000	5 40	.....	.....	173,657	5.40	136,885	.....	.....	136,885	101.378	35,507	17,000	10.00
Green and Coates street (Phila.)	150,000	100,000	.....	250,000	4.84	.....	0.25	239,746	4 .84	172,718	.....	3,360	176,078	136,119	39,959	7,000	7.00
Harrisburg City	41,995	9,950	1,955	53,900	2.00	.....	0.14	60,111	2.00	6,217	.....	1,063	7,280	7,058	222	.....	.....
Hestonville, Mantua & Fairm'nt	306,390	164,400	1,500	471,790	11.00	.....	3.10	470,619	11.00	252,257	.....	31,670	283,927	220,867	63,060	7,719	2.52
Lombard and South sts. (Phila.)	90,000	62,500	11,462	163,962	4.51	.....	0.69	166.567	4.51	72,267	.....	6,111	78.378	72,120	6,258	.....	.....
Oakland & East Liberty (Pbg.)	59,500	17,000	50,163	126,663	5.00	.....	2.25	118,892	5.00	46,204	.....	1,577	47,781	39,319	8,462	.....	.....
People's street (Scranton)	125,230	.....	.....	125,230	9.50	.....	0.14	126,001	9.50	26,180	.....	1,541	27,721	19,508	8,213	6,240	5.00
Philadelphia City	225,000	200,000	21,265	446,265	7.07	.....	.....	446,265	7.07	249,914	.....	5,902	255,816	175,062	80,754	45,000	20.00
Philadelphia and Gray's Ferry.	285,307	5,500	.....	290,807	10.38	.....	2 50	295,001	10.38	82,196	.....	4,446	86,642	63,257	26,385	22,888	8.00
Philadelphia and Darby	200,000	57,000	.....	257,000	5.04	.....	0 61	258,419	5.04	39,099	.....	1,335	40,434	26,789	13,645	.....	.....
Pbg., Allegheny & Manchester.	140,000	23,000	2.433	163,433	4.75	.....	3.50	144,119	4.75	134,010	.....	676	134,686	94,633	40,053	8,000	5.71
Pittsburg and Birmingham	88,000	10,600	44,931	143.531	2.60	.....	2.60	114,661	2.60	77,573	.....	4,129	81,702	72,633	9,069	6,000	6.82
Ridge Avenue and Manayunk	120,500	63,300	.....	183,800	4.50	.....	3.50	179,635	4.50	40,855	.....	640	41,495	31,818	9,677	.....	.....
Schuylkill River	50,000	.....	.....	50,000	3.11	.....	0.37	47,463	.....	.....	.....	.....	.....	.....	.....	.....	.....
Second and Third street (Phila.)	573,387	109,300	10.000	692,687	30.50	.....	3.50	640,529	30.50	393,675	.....	7,481	401,156	331,624	69,532	57,711	10.00
Sevent'nth & Ninet'nth sts. (Ph.)	160,000	.....	7,408	167,408	5.62	.....	.....	119,668	5.62	99,050	.....	6.417	105,467	76,060	29,407	.....	.....
Thirt'nth & Fifteenth sts. (Ph.)	997,700	.....	.....	997,700	6.25	.....	0 18	Unknown	6.25	166,236	.....	3,268	170,504	106,154	64,350	19,954	2.00
Union (Philadelphia)	400,000	300,000	.....	700,000	26.25	.....	.....	787,341	26.25	453,001	.....	10,367	463,368	350,942	112,426	60,000	20.00
West Philadelphia	400,000	100,000	.....	500,000	10.00	.....	3.50	549,906	10.00	348,523	.....	45,209	393,732	300,796	92,936	37,892	10.00
Wilkesbarre and Kingston	50,000	.....	12,000	62,000	4.13	.....	0.26	94,633	4.13	18,720	.....	4,000	19,120	12,418	6,702	.....	.....
Williamsport	15,000	5,000	15,966	35,966	2.31	.....	0.09	32,692	2.31	.....	.....	.....	.....	6,288	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	$1,774,824		
American Central.....100	800,000	J. & J.	Jul. '69 8
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '70 4
Atlantic & N. Carolina ...100	5,545,225		
Atlantic & Gt. Western ... 50	25,879,923		
" " " pref. 50	1,919,000		
Atlantic & St. Lawrence*.100	2,494,900	J. & J.	Jan. '70 2
Augusta and Savannah ...100	733,700	J. & J.	Jan. '70 3½
Baltimore and Ohio.....100	16,152,962	A. & O.	Apl. '70 4
Do. Washington Br.....100	2,650,000	A. & O.	Apl. '70 5
Baltimore City Passenger....	670,000	F. & A.	Feb.'70 3
Bay de Noquet & Marq...100	1,250,000	A. & O.	Apl.'68 3
Belvidere Delaware.....100	996,250		
Berkshire*.....100	600,000	J.A J&O	Apl'70 1½
Bloomsburg & Corning.*.... 50	250,000	J. & D.	Dec.'69 2½
Boston and Albany 100	13,725,100	J. & J.	Jan. '70 5
Boston and Chelsea 100	110,000	A. & O.	Apl. '70 4
Boston, Concord & Mont..100	459,600		
Do., do. pref.100	1,340,400	M. & N	May '70 3
Boston and Lowell.....500	1,891,500	J. & J.	Jan. '70 4
Boston and Maine.....100	4,076,974	J. & J.	Jan. '70 5
Boston and Providence ...100	3,360,000	J. & J.	Jan. '70 5
Broadway (South Boston) 50	400,000	J A. J.O.	Apl. '70 2
Broadw'y & 7th Av.(N.Y.)100	2,100,000	J. & D.	June'70 3
Brooklyn City 10	1,000,000	F.M.AN	Nov.'69 3
Brooklyn City & Newt'n..100	399,800		Jan.'70 3½
Buffalo, Bradford & Pitts.100	1,100,000		
Buff., New York & Erie*..100	950,000	M. & N.	M'y'69 3½
Buffalo and Erie..... 100	5,000,000	F. & A.	Aug. '69 4
Cambridge Horse (Bost'n)100	727,300	A. & O.	Apl.'70 4½
Camden and Amboy.....100	5,000,000	F. & A.	Feb. '70 5
Camden and Atlantic pref. 50	600,000		
Camden & Burlington Co.100	331,000		July '69 3
Cape Cod 60	721,926	J. & J.	Jan.'70 3½
Cape May and Millvi le* .. 50	447,000	J. & D.	Dec.'69 3
Catawissa..... 50	1,150,000		
Catawissa, pref..... 50	2,200,000	M. & N.	May'70 3½
Cayuga & Susquehanna.* 50	589,110	J. & J.	Jan.'70 4½
Cedar Rapids & Mo. pref..100	755,000	M. & N.	M'y'69 3½
Central of Georgia.....100	4,666,800	J. & J.	Jan. '70 5
Central of New Jersey....100	15,000,000	J. & J.	Jan.'69 2½
Central Ohio.....100	2,600,000	J. & D.	Dec.'69 3
Do. pref.....100	400,000	J. & D.	Dec. '69 3
Cen. Park, N. & E. River.100	970,000		Oct.'67 2½
Chemung*.....100	380,000	J.A.J&O	Jan. '70 3
Cheshire, preferred 100	2,017,825	J. & J.	Jan. '70 3
Chicago and Alton.....100	5,141,800	M. & S.	Mar.'70 5
" " pref...100	2,425,400	M. & S.	Mar.'70 5
Chicago, Burl. & Quincy - 50	13,825,025	M. & S.	Sept.'69 5
Chicago, Iowa & Nebras*.100	2,600,000	J. & J.	Jan. '70 5
Chicago and Milwaukee*.100	2,227,000		
Chicago & N. Western....100	14,590,162	J. & D.	Dec.'69 4
" " pref.100	18,159,097	J. & D.	Dec.'69 5
Chicago, R. I. & Pacific....100	14,000,000	A. & O.	Apl'70 3½
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Oct.'69 5½
Cincinnati City Passenger....		J'n &J'ly	Jan.'68 2
" Street.....		J. & J.	Jan.'68 2
Cin., Sand. & Clev. pref... 50	393,073	M. & N.	Nov.'69 3
Citizens' Passenger (Phil.) 50	192,750	J. @ J.	Jan. '70 7
Clev., Col., Cin. & Ind....100	10,450,000	F. & A.	Feb.'70 3½
Cleveland & Mahoning*.... 50	2,056,400	M. & N	May'70 3½
Cleveland and Pittsburg... 50	5,958,775	J A.J &O	Apl.'70 2½
Cleveland and Toledo* 50	5,000,000	F. & A.	Feb.'70 4
Col., Chi. & Indiana Cen..100	10,460,900		
Columbus and Xenia*..... 50	1,786,200	quarterly	Dec. '69 2
Concord..... 50	1,600,000	M. & N.	May '70 5
Concord & Ports., guar....100	350,000	J. & D.	Dec'69 3½
Coney Island & Brooklyn 100	500,000		
Conn. & Passump. Rivers.100	139,000		
Do. do. pref.100	1,822,100	F. & A.	Feb. '70 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '70 5
Cumberland Valley..... 50	1,316,900	A. & O.	Oct. '69 4
Danbury and Norwalk ...100	400,000		
Dayton and Michigan*.....100	2,390,646		
Delaware*..... 50	594,260	J. & J.	Jan. '70 3
Del., Lackaw. & Western. 50	13,386,020	J. & J.	Jan. '70 5
Des Moines Valley.....100	1,320,200		
Detroit & Milwaukee.....100	1,047,350		
" " pref.100	1,500,000		
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.AN	May'70 2½
Dubuque and Sioux City..100	1,678,841	J. & J.	Jan. '70 5
Do do. pref.100	1,987,351	J. & J.	Jan.'70 3½
East Mahanoy 50	392,550	J. & J.	Jan. '70 3
Eastern (Mass.).....100	3,883,300	J. & J.	Jan. '70 4
Eastern (N. H.) 100	492,500	J. & J.	Jan. '70 4
East Pennsylvania 50	654,600		
East Tenn. and Georgia....100	1,290,067		
East Tenn. and Virginia...100	1,902,000		
Eighth Avenue (N. Y.) ...100	1,000,000	J. A J&O	Jan. '68 4
Elm., Jeffers. & Canand*..100	500,000	F. & A.	Feb'70 2½
Elmira & Williamsport*.. 50	600,000	M. & N.	Nov'69 2½
Do. do. pref. 50	500,000	J. & J.	Jan.'70 3½
Erie Railway 100	70,000,000	F. & A.	Feb.'66 4
Do. pref.....100	8,536,910	Annual.	Dec' 69 7s
Erie & Pittsburg 50	962,990		
Evansville & Crawfordsv.100	1,143,445		
Fitchburg.....100	3,540,000	J. & J.	Jan. '70 4
Fitchburg & Worcester...100	248,000	J. & J.	Jan. '69 3
Flint and Holly 100	500,000	M. & N.	M'y '67 5
Forty Sec. St. & G. St. F'y.100	750,000	A. & O.	Oct.'69 5½
Frankf. and Southw.(Ph.) 50	491,620	J. @ J.	Jan. '70 3
Georgia 100	4,156,000	J. & J.	Jan. '70 4
Germantown (Phila.)..... 50	112,245	J. & J.	Jan.'70 3
Girard College (Phila.) ... 50	160,000	J. & J.	Jan.'70 3
Granite..... 100		M. & S.	Mar.'70 5
Green and Coates St.(Ph.) 50	150,000	J. & J.	Jan. '70 3

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Hartford and New Haven.100	3,300,000	J.A.J&O	Apl. '70 3
Hannibal and St. Joseph.100	1,900,000		
Do. do. pref.100	5,253,830		
Hanover Branch, Pa..... 50	116,850	M. & N.	May'70 5
Housatonic.....100	820,000		
" pref 100	1,180,000	J. & J.	Jan. '70 4
Huntingdon & B'd Top .. 50	494,380		
" " pref. 50	190,750	J. & J.	Jn.'68 3½
Illinois Central.....100	25,278,710	F. & A.	Feb. '70 5
Indianapolis, Cin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4
Jeffersonv., Mad. & Ind....100	2,000,000	J. & J.	Jan. '68 5
Joliet and Chicago*.....100	1,500,000	J.A.J&O	Jan.'70 1½
Joliet & North. Indiana*..100	300,000	J. & J.	Jan. '70 4
Lake Shore & Mich. So. ...100	35,000,000	F. & A.	Feb. '70 4
" " guar.100	533,500	F. & A.	Feb. '70 4
Lackawanna & Bloomsb... 50	1 335,000		
Leeds and Farmington*.....		J. & J.	Jan.'70 2½
Lehigh and Mahanoy..... 50	2,158,565	J. & J.	Jan. '67 6
Lehigh and Susquehanna.. 50	8,739,800	M. & N.	M'y.'67 5
Lehigh Valley 50	10,731,400	J.A.J&O	Apl.'70 2½
Lehigh Luzerne..... 50	344,650	J. & J.	Jan.'69 4
Little Miami..... 50	3,572,400	quarterly	Dec.'69 2
L. M. & C. and X. (Joint).100	1,804,397	J. & D.	Jun.'69 5
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan.'70 3½
Lomb. and South St (Ph.) 25	90,000		
Long Island..... 50	3,000,000	F.M.AN.	Aug.'66 2
Louisv., Cin. and Lex.... 50	1,621,736	J. & J.	Jul. '69 3
" " pref..100	848,315	J. & J.	Jan'70 3½
Louisville and Nashville..100	8,780,501	F. & A.	Aug.'69 4
Louisv., N.Alb.& Chicago.100	2,800,000		Feb. '70 3
Lowell and Lawrence 100	200.000	A. & O.	Apl. '70 3
Lowell Horse 100	55,830	J. & J.	Jan. '70 3
Macon and Western.....100	2,000,000		Jan. '70 5
Mahanoy & B'd Mount'n* 50	1,676,915		
Maine Central.....100	1,611,500		
Manchester & Lawrence..100	1,000,000	M. & N.	May '70 5
Marietta & Cincinnati.... 50	3,029,778		
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3
Memphis and Charleston..100	5,312,725		June'69 3
Memphis and Ohio 100	570,000		
Metropolitan (Boston).....100	1,250,000	J. & J.	Jan. '70 5
Michigan Central 100	11,197,348	J. & J.	Jan. '70 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '70 3
Mill Creek and Minehill*. 50	323,375	J. & J.	Jan. '70 5
Millville and Glassboro' ...100	405,020	F. & A.	Feb. '70 5
Milw. & Prairie du Chien..100			
" " " 1st pref 100			
Milw. & St. Paul.....100	7,665,104	Feb. 1870	$3 & 7s
" " " pref.....100	9,744,268	Feb. 1870	$7 & 3s
M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jan. '70 4
Mobile and Ohio	3,762,400		
Montgomery & W. Point..100	1.644,104	J. & D.	Dec.'67 4
Morris and Essex 50	7,880,100		Jul.'69 3½
Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	Jan. '70 5
Nashua and Lowell.....100	720,000	M. & N.	May '70 5
Nashville & Chattanooga..100	2,056,544		
Naugatuck.....100	1,436,600	F. & A.	Feb. '70 5
New Bedford & Taunton..100	500,000	J. & J.	Jan. '70 4
New Haven & N. London..100	738,538		
N Haven & Northampton.100	1,344,000	J & J.	Jan. '68 3
New Jersey.....100	6,250 000	F. & A.	Feb. '70 5
New London Northern.....100	895,000		July '69 4
N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apl. '70 4
" Certificates.100	21,491,450	A. & O.	Apl. '70 4
" old int. cer.100	22,829,000		Aug.'69 4
New York and Harlem.... 50	5,500,000	J. & J.	July'70 4
" " pref. 50	1,500,000	J. & J.	July'70 4
New York & New Haven.100	9,000,000	J. & J	Jan. '70 5
N Y., Provid. & Boston ..100	2,000,000	J. & J	Jan.'70 3½
Niag. Bridge & Canandai*100	1,000,000	J. & J.	Jan. '70 3
Ninth Avenue.....100	797,400		
North Carolina.....100	4,000,000	A. & J.	Apl. '70 3
Northern Central 50	5,000,000	M. & N.	May.'70 3
North Eastern (S.C.) pref.100	155,000		May '67 4
Northern of N. Hampsh,.100	3,068,400	J. & D.	June'70 4
North Pennsylvania..... 50	3,150,150		Jan.'70 5s
Norwich & Worcester ...100	2,363,600	J. & J.	Jan. '70 5
Ogdensb. & L. Champl'n..100	3,040,900	J. & J.	Jan. '70 3
" " pref.100	1,994,900	A. & O.	Apl. '70 4
Ohio and Mississippi.....100	20,000,000		
" " pref.100	5,500,000	J. & D.	Jun.'70 3½
Oil Creek & Allegheny R. 50	4,259,000	J.A.J&O	Apl.'70 2½
Old Colony & Newport ...100	4,848,320	J. & J.	Jan. '70 3
Orange and Newark 100	281,550		
Oswego and Syracuse..... 50	482,400	F. & A.	Aug.'69 4
Pacific of Missouri.....100	3614,515		
Panama.....100	7,000,000	J.AJ&O.	Apl. '70 4
Paterson and Ramapo.....100	248,500	J. & J.	July'69 2½
Paterson and Hudson Riv100	630,000	J. & J.	July '69 4
Pennsylvania 50	21,045,750	M. & N.	May '70 5
Peoria & Bureau Valley*..100	1,200,000		Feb. '70 4
Peoria and Hannibal.....	600,000	J. & J.	Jul. '69 8
Philadelphia and Erie*.... 50	6,004,200	J. & J.	Jan. '68 3
" " " pref....	2,400,000	J. & J.	Jan. '70 4
Philadelphia and Reading 50	26,280,350	J. & J.	Jan. '70 5
Do. Do. preferred. 50	1,551,800	J. & J.	Jan. '70 5
Phil., Germ'nt'n & Nor't'n 50	1,635,550	A. & O.	Apl. '70 5
Phila. and Trenton*.....100	1,259,120	F. & A.	Feb. '70 5
Phila., Wil. & Balt..... 50	9,058,300	J. & J.	Jan. '70 4
Philadelphia City..... 50	100,000	J & J.	Jan. '70 3
Philadelphia and Darby... 20	100,000	J. @ J.	Jan. '68 4
Phila. and Grey's Ferry ... 25	217,697	J. @ J.	July '69 2
Pittsb., Ft. W. & Chi. gtd.*100	19,665,000	J.A.J&O	Apl.'70 1½
Pittsfield and N. Adams...100	450,000	J. @ J.	Jan. '70 3
Portland and Kennebec...100	582,300	J. & J.	Jan '70 3

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Portl., Saco & Portsm'th*.100	$1,500,000	J. & D.	Dec.'69 3
Providence & Worcester..100	1,800,000	J. & J.	Jan. '70 5
Raleigh and Gaston.....			Jul. '69 3
Rensselaer and Saratoga ..100	3,000,000	A. & O.	Oct.'69 3½
Richmond and Danville ...100	2,000,000		
Richmond and Petersb g..100	847,100		
Rich., Fred. and Potomac.100	1,041,800		
Rockport 100	88,460		Nov.'67 2
Rome, Watert. and Og'nb..100	2,400,000	J. & J.	Jan. '70 5
Rutland preferred.....100		F. & A.	Feb'69 3½
St. L., Alt. and T. Haute..100	2,300,000		
" " " pref.100	2,040,000	Annual.	June'69 7
St. L., Jack'nv. and Chic'o.100	1,469,429		
Sandusky and Cincinnati.100	2,089,000		
" " pref.100	445,596	M. & N.	Nov.'69 3
Sand., Mansf. and Newark.100	901,341		
Savannah and Charleston.100	1,000,000		
Schuylkill and Susqueh'a. 50	1,269,150		
Second and Third St.(Ph.) 50	203,757	J. @ J.	Jan.'70 3
Schuylkill Valley* 50	576,050	J. & J.	Jan'70 2½
Seaboard and Roanoke....100	868,200		
Second Avenue (N. Y.)....100	670,000	A. & O.	Oct. '66
Shamokin V. and Pottsv.* 50	869,450	F. & A.	Feb.'70 3
Shore Line.....100	636,200	J. & J.	Jan. '70 5
Sixth Avenue (N. Y.) 100	750,000		Nov.'69 5
Somerville 100	75,000	M. & N.	May '70 3
South Carolina 100	5,819,275		
South Shore 100	259,685		Jul.'68 3
South Western, Georgia...100	3,939,900	F. & A.	Feb.'70 4
Staten Island.....100	660,000	J. & J.	Jul. '67 4
Stony Brook 100	267,300	M. & N.	May'70 3
Steubenville and Indiana.100	1,983,141		
Stockbridge & Pittsfield*100	448,700		3½
Summit Branch..... 50	250,000	F. & A.	Feb. '70 3
Syr., Bingham. and N. Y.100	1,314,130		
Taunton Branch 100	250,000	J. @ D.	Dec.'69 4
Tennessee and Alabama ..100	595,922		
Terre Haute and Indiana. 50	1,983,150	J. & J.	Jan. '70 6
Third Avenue (N. Y.)....100	1,750,000		Nov.'69 4
Thirteenth and Fif. (Ph.).. 50		J. @ J.	Jan'70 2½
Tol., Peoria and Warsaw..100	2,700,000		
" " (E. D.) pref.100	1,700,000	January,	1870,11.4s
" " (W.D.) pref.100	1,300,000		
Tol., Wabash and West....100	5,700,000		
" " pref100	1,000,000	M. & N.	May'69 3½
Troy and Boston.....100	607,111		
Troy and Greenbush*.....100	274,400	J. & D.	Jun'67 3½
Union Transport'n (Bos.)..100	200,000		
Union (Phila.) 50	291,475	J. @ J.	Jan.'70 3
Utica and Black River.....100	834,400	J. & J.	Jan. '70 4
Vermont and Canada*.....100	2,500,000	J. & D.	June'70 4
Vermont Central.....100	5,000,000		
Vermont and Massachu'ts.100	2,800,000	J. & J.	Jan.'70 0
Vicksburg and Meridian...100	357,408		
Virginia Central 100	2,353,679		
Virginia and Tennessee...100	3,506,300		
Western Union 100	2,707,693		
West Jersey 50	1.209,000	F. & A.	Feb.'70 5
West Philadelphia..... 50	249,100	J. & J.	Jan. '70 5
Wilm. and Weldon.....100	1,463,775		
Winchester and Potomac....		J. & J.	Jan. '70 3
Warren.....100	1,547,650		3½
Worcester and Nashua .. 75	1 522,500	J. & J.	Jan'70 $5
CANALS.			
Chesapeake and Delaware 50	1,818,963	J. & D.	Dec.'69 3
Chesapeake and Ohio 25	8,228,595		
Delaware Division..... 50	1,633,350	F. & A.	Feb. '70 4
Delaware and Hudson....100	10,000,000	F. & A	Feb. '70 5
Delaware and Raritan....100	2,521,300	F. & A.	Feb. '70 5
Erie of Pennsylvania..... 50	64,000		
Lehigh Coal and Navigat.. 50	8,739,800	M. & N.	M'y '67 3
Monongahela Navigation.. 50	728 100	J. & J.	Jan. '69 3
Morris (consolidated)..... 10	1,025,000	F. & A.	Feb.'67 3
" (preferred).....100	1 176,000	F. & A.	Feb.'70 5
Pennsylvania..... 50	4,300,000		
Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb.'67 6
" " (pref.). 50	2,888,805	F. & A.	Feb.'67 6
Susq. and Tide Water..... 50	2,002,746		
Union..... 50	2,907,850		
" preferred 50			
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 5
Wyoming Valley..... 50	800,000	Irregular	Oct. '67 4
MISCELLANEOUS.			
Pacific Mail Steamship....100	20,000,000	M.JS&D.	Sept.'69 3
Union Navigation 100	4,000,000	M.JS&D.	Dec.'66 5
West'n Union Telegraph..100	41,063,000	J. & J.	Jan.'70 2
American Coal..... 25	1,500,000	M. & S.	M. '69 3
Ashburton 50	2,500,000	J. & D.	Dec.'66 4
Butler Coal..... 25	500,000	J. & D.	D., '69 3.4
Central Coal 100	2,000,000	J. & J.	July'65 5
Fulton Coal..... —		J. & J.	Jan.'70 4
Lackawanna Coal..... —	200,000	J. & J.	Jan'69 2½
Mt. Pleasant Coal..... 40	200,000		Dec'68 2½
Pennsylvania Coal 50	3,200,000	FMA&N	Aug'69 5
Roaring Brook Coal..... —	200,000		Dec'68 2½
Short Mt. Coal..... 50	800,000		Jan. '70 5
Spring Mountain Coal..... 50	1,250,000	J. & J.	Jan. '69 6
Spruce Hill Coal..... 10	1,000,000	J. & J.	Jan.'67 5
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov.'69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66
Adams Express.....100	10,000,000	.....	June'70 2
Am. Merchants Union Exp.100	18,000,000	.....	July'70 3
United States Express.....100	6,000,000	FMA&N	N'v.'69 2½
Wells, Fargo & Co. Exp....100	10,000,000	.....	.....

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,421,525
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	410,000	5,611,599
Chicago and Alton:													
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	304,828	393,648	331,149	345,556	391,685	353,736	501,667	501,259	463,109	403,691	348,995	4,682,505
1870	293,978	328,825	344,366	354,653	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,267
1864	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,313,514
1866	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867	292,047	224,621	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1868	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1869	333,319	368,208	398,740	362,961	419,100	508,000	440,300	480,900	579,000	581,000	475,600	387,700	5,274 667
1870	362,800	398,200	443,900	443,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,410
1866	523,566	399,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,757
1868	892,092	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,092	830,286	1,142,166	1,112,190	1,268,444	1,258,284	1,167,156	1,032,814	1,321,139	1,414,231	1,144,029	867,830	13,622,567
1870	731,283	755,404	872,115	950,636	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	298,615	271,555	242,621	3,095,965
1870	201,500	218,600	244,161	246,046	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,942
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	654,587	663,391	644,374	597,571	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238 012	308,106	375,567	332,360	348,048	3,302,543
1864	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1865	363,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1866	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	429,546	352,218	4,650,328
1867	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,034	4,663,808
1868	362,021	338,335	378,735	452,429	399,300	365,117	308,502	437,600	521,326	543,886	436,399	437,503	4,981,153
1869—*Including Lake Shore	1,006,998*	880,593*	1,140,000*	473,544	445,792	408,139	727,045*	838,777*	1,239,725*	1,279,602*	1,124,745*	1,048,272*	.....
1870	931,873*	1,006,961*	1,162,697*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1862	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374 542	4,744,164
1870	337,992	329,128	380,430	412,030	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468,880	6 517,646
1869	454,590	330,233	420,774	460,287	630,844	678,800	586,341	525,363	724,514	1,039,811	801,163	596,550	7,249,270
1870	396,171	382,823	377,000	443,133	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Missouri:													
1869	119,721	94,927	136,263	149,184	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	213,101	196,207	239,161	269,490	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	.....	.....	.....	.....	.....	.....	.....	.....	.....
1870	200,879	250,617	294,874	289,550	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351,579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	833,742	887,793	874,974	436,900	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,062
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,785	176,877	168,705	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	102,760	.....	113,894	104,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,480	3,809,253
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	460,203	429,898	323,270	399,439	4,013,208
1869	284,192	265,137	242,705	311,833	312,529	348,891	310,800	450,246	470,720	422,368	.....	.....	.....
1870	.....	293,645	295,298	318,699	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	591,420	706,602	623,560	617,585	758,467	857,332	837,388	716,829	5,709,183
1870	528,529	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1870.					
Loan of June 14, 1858 ..... registered	$20,000,000	5	Jan. & July.	1874	107
.. .. coupon		5	" "	1874	....
Loan of June 22, 1860 ..... registered	7,022,000	5	" "	1871	....
.. .. coupon		5	" "	1871	....
Loans of Feb. 8, July 1, Aug. 3, '61 and March 3, 1863 ..... registered	282,733,100	6	" "	1881	117⅛
..... coupon		6	" "	1881	117¼
Oregon War Bonds of March 2, 1861	945,000	6	" "	1881	....
.. ..		6	July.	1881	....
Loan of Feb. 25, 1862 (5-20s)...registered	514,771,600	6	May & Nov.	1882	110⅞
(5-20s).....coupon		6	" "	1882	111⅛
Loan of March 3, 1864 (5-20s)...registered	3,882,500	6	" "	1884	110⅝
(5-20s).....coupon		6	" "	1884	111
Loan of June 30, 1864 (5-20s)...registered	125,561,300	6	" "	1884	110½
(5-20s).....coupon		6	" "	1884	111
Loan of March 3, 1865 (5-20s)...registered	203,327,250	6	" "	1885	110⅜
(5-20s).....coupon		6	" "	1885	111⅛
.. .. .. 2d series (5-20s)...registered	332,998,950	6	Jan. & July.	1886	113⅜
(5-20s).....coupon		6	" "	1886	113⅝
.. .. .. 3d series (5-20s)...registered	379,594,850	6	" "	1887	113⅜
(5-20s).....coupon		6	" "	1887	113⅝
.. .. .. 4th series (5-20s)...registered	42,539,350	6	" "	1888	114
(5-20s).....coupon		6	" "	1888	113⅞
Loan of March 3, 1864; (10-40s)..registered	194,567,300	5	Mar. & Sept.	1904	108
(10-40s) ....coupon		5	" "	1904	108⅜
Pacific R. R. Bonds.....(currency)	64,457,320	6	Jan. & July.	'95–'99	112½
Certificates of Mar. 2, 1867, and July 25, 1868..	45,537,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....	14,000,000	3	.....	.....	....
Loans of 1842, 1847 and 1848.....	62,050	6	.....	Duc.	....
Texas Indemnity Bonds of Sept. 9, 1850	242,000	5	.....	Duc.	....
Treasury Notes prior to 1857.....	89,625	6	.....	Duc.	....
Treasury Notes of 1857, '61 and '63	264,260	var	.....	Duc.	....
Treasury Notes (7-30s).....	711,100	7.3	.....	Duc.	....
Certificates of Indebtedness.....	6,000	6	.....	Duc.	....
Compound Interest Notes of 1863 and 1864....	2,254,420	6	.....	Duc.	....
Temporary Loan of June 30, 1864	181,310	var	.....	Duc.	....
U. S. Notes (greenbacks).....	356,107,221	*nil.*	.....	Dem.	....
Fractional Currency	39,354,521	"	.....	"	....
State Securities, latest dates.					
Alabama—State Bonds.....	168,900	5	May & Nov.	1872	74
.. — .. .. (extended).....	2,414,800	5	" "	'83–'85	....
.. — .. .. (sterling).....	770,500	6	Jan. & July.	'79–'86	....
.. — .. .. (" extended)..	732,800	5	" "	1886	....
.. — .. .. (new).....	660,200	8	" "	'94–'95	102
Arkansas—*State Bonds (Real Estate Bank) .	886,000	6	April & Oct.	1861	....
.. —* .. .. (State Bank).....	440,000	6	Jan. & July.	1868	....
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877	112
.. — .. .. 1860.....	177,500	7	" "	1880	....
.. —Soldiers' Relief Bonds	470,500	7	" "	'83–'85	....
.. — .. Bounty Bonds.....	982,000	7	" "	'83–'85	....
Connecticut—War Bonds, My,'61,(10 or 20yr)		6	Jan. & July.	'71–'81	101½
.. — .. Oct.'61,(10 or 20yr)		6	" "	'72–'82	....
.. — .. Nov., 1863	7,513,692	6	" "	1883	99½
.. — .. My',64,(10 or 20yr)		6	April & Oct.	'74–'78	....
.. — .. May 1, 1865, (free)		6	" "	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds	500,000	8	Jan. & July.	Var.	....
.. —		7	" "	Var.	....
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870	96
.. — .. .. (" ")....	176,000	7	May & Oct.	1870	....
.. — .. .. (Act March 12, 1866)....	3,164,500	7	Jan. & July.	1886	....
.. — .. .. (W. & A. R. R.).....	1,519,000	6	" "	'68–'74	90
.. — .. .. (" ")	75,000	6	May & Oct.	1874	....
.. — .. .. (Atl. and Gulf R. R.)...	734,000	6	Feb. & Aug.	'78–'86	....
.. — .. .. (sterling).....	72,000	5	Mar. & Sept.	1869	....
Illinois—New Internal Improvement Stock...	1,635,954	6	Jan. & July.	1870	....
.. —Interest Bonds.....	996,649	6	" "	1877	100½
.. —Liquidation Bonds.....	193,400	6	" "	1865	....
.. —Refunded Stock	985,900	6	" "	'69–'77	100
.. —Thornton Loan Bonds	104,000	6	" "	1869	....
.. —War Loan Bonds	543,200	6	" "	1879	101
.. —Ill. and Mich. Canal.....(sterling)	792,222	6	" "	1870	....
.. " " " .....registered	535,367	6	" "	1870	....
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866	....
.. —War Loan Bonds.....	210,000	6	May & Nov.	1888	....
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	....
.. —War and Defense Bonds of 1861.....	300,000	7	" "	1881	....
Kansas—War Bonds, 1861–'67.....	750,000	7	Jan. & July.	'76–'97	....
.. —Territorial Debt Bonds.....	100,000	6	July.	'83–'84	....
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71–'72	98
.. —	339,000	6	May & Nov.	1879	....
.. —	160,000	5	April & Oct.	'69–'73	....
.. —Military Bonds.....	635,000	6	Various.	'80–'92	....
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1895	....
.. — .. .. (Railroads)	2,092,000	6	Various.	'69–'06	77
.. — .. .. (Charity Hospital)....	86,000	6	Mar. & Sept.	1872	....
.. — .. .. (Levees)	1,000,000	6	Various.	1886	75¾
.. — .. .. (" 1867).....	2,414,000	6	May & Nov.	1907	....
.. — .. .. (" 1868).....	3,000,000	8	" "	1908	91½
.. — .. .. (Funding).....	494,800	6	Various.	'86–'88	73
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'69–'74	....
.. —	171,000	6	Various.	'75–'78	97¾
.. —War Loan of 1861.....	800,000	6	"	1871	98¾
.. — .. .. 1863.....	525,000	6	Mar. & Sept.	1883	....
.. — .. .. 1864.....	2,832,500	6	June & Dec.	1889	98½
.. —Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	98¾
Maryland—Sterling Bonds of 1838	802,000	5	J. A. J. & O.	1865	....
.. —	2,252,112	5	" "	'89–'90	....
.. — .. .. converted.....	1,214,580	5	" "	'89–'90	....
.. —Currency Bonds of 1837.....	269,000	6	" "	1890	....
.. — .. .. 1827.....	24,000	5	" "	1880	98
.. — .. .. 1834–'35.....	1,438,428	6	" "	'70–'85	....
.. — .. .. 1838–'39.....	525,008	6	" "	'89–'99	95
.. — .. .. 1838–'39.....	46,232	5	" "	1890	....
.. —Defense Loan of 1864–'68	2,040,100	6	" "	1883	79
.. —South Relief Loan of 1867.....	100,000	6	" "	1873	103¼
Massachusetts—Western R. R. Loan, sterling	3,578,696	5	April & Oct.	'69–'88	92¾
.. —Troy and Greenfield Loan, stg.	3,506,580	5	" "	'88–'90	....
.. — .. .. dollar....	1,166,500	5	" "	'90–'94	93
.. —Eastern R. R. Loan.....	200,000	5	Jan. & July.	'69'–71	....
.. —Nor. & Worc. R. R. Loan	400,000	6	" "	1877	106⅞
.. —B., H. & Erie R. R. Loan, stg.	290,400	6	" "	1900	....
.. —State Scrip (var.).....	171,000	5	Various.	1870	....
.. —	117,000	5	"	1872	....
.. —	125,000	5	April & Oct.	1873	....
.. —	244,000	5	Various.	1874	....
.. —	162,000	6	June & Dec.	'70–'72	111⅜
.. —	50,000	6	" "	1877	105⅝
.. —Union Fund Loan of 1861.....	200,000	6	Jan. & July.	1871	113
.. —	650,000	6	" "	'72–'73	111
.. —	720,000	6	" "	'74–'75	106⅞
.. —	1,430,000	6	" "	1876	106⅝
.. — .. .. 1862.....	600,000	5	" "	'77–'78	98¼
.. —Back Bay Loan of 1862–'63...	220,000	5	May & Nov.	1880	....
.. —Bounty Fund Loan of 1863...	200,000	5	Jan. & July.	1883	97¼
.. — .. .. '64–'67, stg.	4,000,744	5	May & Nov.	1894	96½
.. — .. .. .. dol.	4,579,500	5	" "	1894	97½
.. —Coast Defense Loan of 1863..	888,000	5	Jan. & July.	1883	96
.. —War Fund 5-20 Loan.....	3,505,000	6	Mar. & Sept.	1886	100¾
.. —Three Years' Loan.....	919,324	6	Var.	3 yrs.	....
Michigan—Sault Canal Bonds.....	86,000	6	Jan. & July.	1879	....
.. —Renewal Loan.....	200,000	6	" "	1878	96½
.. —Two Million Loan	1,728,000	6	" "	'73–'83	93
.. —War Loan.....	896,000	7	" "	1886	....
.. —Bounty Loan	463,000	7	May & Nov.	1890	100¾
Minnesota—*Railroad Loan.....	2,275,000	7	Jan. & July.	1883	....
Mississippi—*State Bonds (for banks).....	7,000,000	6	Jan. & July.	'41–'71	93⅝
Missouri—State Bonds proper.....	453,000	6	Jan. & July.	'62–'90	94
.. —Consols, (interest).....	2,830,000	6	" "	1887	....
.. —Railroad Loans	13,734,000	6	" "	'82–'90	94½
.. —S. W. Pacific, guar.....	1,589,000	7	" "	'81–'87	....
.. —Han. and St. Jo. R. R. Loan.....	3,000,000	6	" "	'81–'85	94
Nebraska—(No Account).....	.....	.....	.....	.....	....
Nevada—(No Account).....	.....	.....	.....	.....	....
New Hampshire—War Loan of July 1, 1861..	1,089,800	6	Jan. & July.	'69–'78	97¾
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84–'89	98¼
.. — .. of Oct. 1, 1865..	1,267,000	6	April & Oct.	'69–'74	99
.. — .. of July 1, 1866..	500,000	8	Jan. & July.	1869	....
New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69–'84	103½
.. — .. of 1863 (free).....	1,002,900	6	" "	'86–'96	....
.. — .. of 1864.....	593,409	6	" "	'97–'02	....
New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870	110
.. —	800,000	6	" "	1878	....
.. —	1,189,781	6	" "	pleas.	....
.. —	900,009	5	" "	1875	....
.. —	348,107	5	" "	pleas.	....
.. —Canal Stocks.....	2,607,300	6	J. A. J. & O.	1872	105½
.. —	5,726,800	6	" "	1873	105
.. —	2,250,000	6	" "	1874	....
.. —	500,000	6	" "	1875	....
.. —	900,000	6	" "	1877	....
.. —	2,035,800	5	" "	1874	....
.. —Bounty Stock.....	3,757,000	7	Jan. & July.	1877	....
.. — .. Bonds.....	22,186,600	7	" "	1877	110½
North Carolina—State Bonds (old).....	8,511,000	6	J.&J.orA.&O.	'69–'91	48½
.. — .. (new).....	3,059,045	6	" "	'92–'98	25½
.. — .. (Chatham R. R.)	3,200,000	6	Jan. & July.	1900	....
.. — .. (funding)	2,439,000	6	Jan. & July.	1898	....
Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870	100
.. — .. (").....	1,600,000	6	" "	1875	102
.. — .. (").....	4,695,509	6	" "	1881	102½
.. — .. (").....	2,490,000	6	" "	1886	104
.. —Union Loan (Columbus).....	400,000	6	May & Nov.	1871	....
Oregon—Bounty Bonds.....	94,015	7	Jan. & July.	1884	....
.. —Relief Bonds	85,142	7	" "	1874	....
Pennsylvania—State Stocks.....	2,797,910	6	Various.	Due.	....
.. —		5	" "	"	....
.. —	1,642,128	5	Jan. & July.	1870	100
.. —Coupon Loans.....	4,724,000	5	Various.	'72–'82	103
.. —	112,000	4½	Jan. & July.	1882	....
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	....
.. —Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872	104½
.. —	7,909,600	6	" "	1877	107½
.. —	9,273,050	6	" "	1882	110
.. —	916,200	5	" "	'72–'87	....
.. —Military Loan.....	2,820,750	6	" "	1871	104
Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871	99
.. — .. of 1862.....	1,157,000	6	Mar. & Sept.	1882	98½
.. — .. of 1863.....	214,000	6	April & Oct.	1883	99½
.. — .. of 1863.....	776,000	6	Jan. & July.	1893	99
.. — .. of 1864.....	881,000	6	Feb. & Aug.	1894	97
South Carolina—Fire Loan, 1838	314,454	6	J. A. J. & O.	1870	....
.. — .. (stg.).....	484,445	5	" "	1868	....
.. —State House Loans.....	2,386,000	6	Jan. & July.	'71–'90	....
.. —Blue Ridge R. R.....	1,000,000	6	" "	'75–'79	96
.. —Funding Bonds	1,282,971	6	" "	'70–'90	83
Tennessee—State Bonds	1,398,640	5	April & Oct.	Var.	....
.. —	289,160	5½	" "	"	....
.. —	1,706,000	6	" "	"	....
.. —Railroad Loans	25,903,000	6	Jan. & July.	long.	61½
.. —Railroad Endorsements	2,172,000	6	" "	Var.	....
.. —Funding Bonds	4,677,950	6	" "	"	57
Texas—No legal debt.....	.....	.....	.....	.....	....
Vermont—State Stock.....	1,026,000	6	June & Dec.	'71–'78	98¾
.. — .. Certificates.....	201,000	6	" "	'71–'78	....
Virginia—State Stock.....	20,653,962	6	Jan. & July.	long.	60½
.. — .. Bonds	10,963,000	6	" "	"	....
.. — .. .. stg.	2,331,500	5	" "	"	....
.. —Funding Stock.....	2,880,801	6	" "	1870	70
.. — .. Bonds	3,446,000	6	" "	'80–'90	....
.. —Guaranteed Bonds.....	1,735,380	6	" "	Var.	....
West Virginia—No Debt.....	.....	.....	.....	.....	....
Wisconsin—War Loan Bonds.....	167 800	6	Jan. & July.	'77–'88	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$915,000	7	Jan. & July.	New York.	1886	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
Albany City Loan	1,000,000	6	May & Nov.	" "	1895	....
2d Mortgage for $2,000,000	2,000,000	7	April & Oct.	" "	1885	88
3d Mortgage	175,000	7	May & Nov	" "	1889	....
Allegheny Valley:						
General Mortgage	3,785,000	7.3	Jan. & July	New York.	1896	....
1st Mortgage Eastern Ex.	59,000	...	.....	.....	....	....
Bonds to State of Pennsylvania.	3,500,000	...	.....	.....	....	....
Androscoggin:						
1st Mortgage	425,000	6	April & Oct.	Portland.	1890	....
Atlantic and Great Western:						
1st Mortgage (New York)		7*	April & Oct.	London.	1879	....
1st Mortgage (Pennsylvania)		7*	" "	"	1877	....
1st Mortgage (Ohio)		7	" "	New York.	1876	....
1st Mortgage (Franklin Branch)	6,000,000	7*	June & Dec.	London.	1882	....
1st Mortgage (Buffalo Extension)		7*	April & Oct.	"	1884	....
1st Mortgage (Silver Creek Br.).		7*	March & Sept.	"	1884	....
2d Mortgage (New York)		7	April & Oct.	New York.	1881	....
2d Mortgage (Pennsylvania)	3,000,000	7*	" "	London.	1882	....
2d Mortgage (Ohio)		7*	Jan. & July.	"	1883	....
1st Consolidated Mortgage	20,000,000	7*	April & Oct.	"	1895	....
2d Consolidated Mortgage	7,000,000	5*	" "	"	18—	....
Income Mortgage	8,701,806	7*	" "	"	18—	....
Atlantic and Gulf:						
1st Mortgage Consolidated	2,000,000		—— & ——	New York.	1898	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	1,500,000	6	Various.	B. & N. Y.	'68-'70	99½
2d Mortgage	1,614,500	6	April & Oct.	Portland.	1866	....
2d Mortgage, sterling	885,500	6*	" "	London.	1866	....
Sterling Loan	484,000	6*	May & Nov.	"	1878	....
Baltimore and Ohio:						
Loan of 1855	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	96
Loan of 1853	1,710,500	6	April & Oct.	"	1885	94½
Baltimore City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	....
Northwestern Va. R. R. 2d Mort.	458,500	6	" "	"	1873	....
Northwestern Va. R. R. 3d Mort.	140,000	6	" "	"	1885	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	New York.	'70-'71	....
Bellefontaine:						
1st Mortgage (B. and Ind. R.R.).	791,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1876	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1877	85
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	82
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1887	83½
Blue Ridge, S. Car.:						
1st Mortgage of $2,500,000	.....	7	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Sterling Loans	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Loan	798,000	6	" "	Boston.	1875	....
Boston, Clinton and Fitchburg.						
1st Mortgage	400,000	6	Jan. & July.	Boston.	1884	....
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.).	204,000	7	Feb. & Aug.	New York.	1865	94½
2d Mort. conv. (1st M. on 22½ m.)	100,000	6	Jan. & July.	Boston.	1870	90½
2d Mort. conv. (1st M. on 22½ m.)	250,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	496,000	6	" "	Boston.	1889	88¼
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	53
1st Mortgage (new) for $20,000,000	.....	7	Jan. & July.	"	1899	34½
Boston and Lowell:						
Convertible bonds	101,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	366,000	3	April & Oct.	"	1873	90½
Wharf purchase bonds	200,000	6	" "	"	1879	97
Buffalo, Bradford and Pittsburg:						
1st Mortgage	580,000	7	Jan. & July.	New York.	1886	....
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....
1st Mort. (Buff. & O.C.Cross-cut)	600,000	7	" "	New York.	18—	....
Buffalo and Erie:						
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	86
Co. bonds (Buff. and State Line)	100,000	7	May & Nov.	" "	1873	....
Co. bonds (Buff. and State Line)	200,000	7	Jan. & July.	" "	1882	....
Co. bonds (Erie and Northeast).	300,000	7	March & Sept.	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	91
2d Mortgage	380,000	7	May & Nov.	" "	1872	83½
Burlington, Cedar Rapids & Minn.:						
1st Mortgage	600,000	8	Feb. & Aug.	New York.	1919	....
Burlington and Missouri River:						
Land Grant Mortgage	4,690,608	7	April & Oct.	New York.	1893	89½
1st Convertible bonds	600,000	7	Jan. & July.	" "	1870	....
2d Convertible bonds	600,000	7	" "	" "	1875	....
3d Convertible bonds	958,545	8	" "	" "	1894	100
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Amboy:						
Sterling Bonds, skg fund £337,250	1,632,290	6*	Jan. & July.	London.	1880	....
Sterling Loan, skg fund £369,200	1,846,000	5*	March & Sept.	"	1894	....
Loan for $800,000	322,220	6	April & Oct	New York.	1870	99
Loan for $675,000	675,000	6	" "	" "	1875	95
Loan for $1,700,000	1,700,000	6	Feb. & Aug.	" "	1883	91
Loan for $2,500,000	867,000	6	May & Nov.	" "	1889	91
Consol. Mortgage for $5,000,000	4,665,940	6	June & Dec.	" "	1889	94
Camden and Atlantic:						
1st Mortgage	490,000	7	Jan. & July.	Philadelphia.	1873	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
Camden and Burlington County:						
1st Mortgage of 1867 for $350 000	305,000	6	Feb. & Aug.	Philadelphia.	1897	....
Cape Cod Central:						
1st Mortgage	125,000	6	Jan. & July.	Boston.	'69-'78	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Catawissa:						
1st Mortgage	$371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....
1st Mort. (W. to Minn. L. 67 m.)	1,407,000	7	Jan. & July.	" "	1887	....
Cedar Rapids and Missouri River:						
1st Mortgage	3,586	7	Jan. & July.	New York.	1916	88
Central Branch Union Pacific:						
1st Mort. (Atchison & Pike's P.)	1,600,000	6*	May & Nov.	New York.	'95-'96	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	'95-'96	....
Central of Georgia:						
1st Mortgage	786,000	7	March & Sept.	Savannah.	1875	98½
Central of New Jersey:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	103
New Loan for $5,000,000	1,500,000	7	Feb. & Aug.	" "	1890	102½
Central Ohio:						
1st Mortgage	2,500,000	6	March & Sept.	New York.	1890	84½
Central Pacific of California:						
1st Mortgage (on 725 m.) free	26,010,000	6*	Jan. & July.	New York.	1895	93½
2d Mortgage (paid by Cal.)	1,500,000	7*	" "	" "	1885	111½
Convertible bonds	1,500,000	7*	" "	" "	1883	104½
National Loan	26,010,000	6	" "	" "	1895	....
Charlotte and South Carolina:						
1st Mortgage for $500,000	334,000	7	Jan. & July.	New York.	1880	....
Cheraw and Darlington:						
1st Mortgage	150,000	7	Jan. & July.	Charleston.	1870	....
Chesapeake and Ohio (Va. Cent.):						
1st Mortgage for $15,000,000	.....	6*	May & Nov.	New York.	1900	90
Cheshire:						
Company bonds	771,800	6	Jan. & July.	Boston.	'75-'80	91½
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1872	51½
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	402,000	7	May & Nov.	New York.	1877	96
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	102½
Income bonds (2d Mortgage)	1,100,000	7	April & Oct.	" "	1883	91
Chicago, Burlington and Quincy:						
Trust Mortgage	3,078,000	8	Jan. & July.	New York.	1883	114
Trust Mortgage, convertible	150,000	8	" "	" "	1883	
2d Mortgage	941,000	4½	July.	Frankfort.	1890	....
Company bonds	680,000	7	March & Sept.	New York.	1890	....
Chicago, Cincinnati and Louisv.:						....
1st Mortgage for $1,000,000	400,000	7*	Jan. & July.	New York.	1887	....
Chicago and Great Eastern:						
Construction	400,000	7	April & Oct.	New York.	1895	....
Income	300,000	7	" "	" "	1895	46½
Chicago, Danville and Vincennes:						
1st Mortgage S. F.	2,500,000	7*	April & Oct	New York.	1909	95
Chicago, Iowa and Nebraska:						
1st Mortgage	1,110,000	7	Jan. & July.	New York.	1881	....
Chicago and Milwaukee, (45 m'ls):						
1st Mortgage (C. and N. W.)	397,000	7	May & Nov.	New York.	1874	91½
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,249,500	7	Feb. & Aug.	New York.	1885	98
Funded Coupons	755,000	7	May & Nov.	" "	1883	82½
General 1st Mortgage	3,594,500	7	Feb. & Aug.	" "	1885	95½
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	84
1st Mortgage, Green Bay Ext.	300,000	7	" "	" "	1885	87½
Equipment Bonds	101,000	7	April & Oct.	" "	1874	....
Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	" "	1884	....
Elgin and State L. purchase b'ds	189,000	6	" "	" "	1878	....
Consolidated sinking fund bonds	3,296,000	7	F. M. A. & N.	" "	1915	90
Equipment Bonds	1,375,000	10	May & Nov.	" "	'68-'71	....
1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	" "	1882	96
2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	" "	1875	95
1st Mortgage (Peninsula R.R.)	1,010,000	7	March & Sept.	" "	1898	90
1st Mort. (Chi. & Mil. R.W. 85 m)	1,098,000	7	Jan. & July.	" "	1898	
1st Mortgage (Beloit & Mad. R.)	363,000	7	" "	" "	1888	....
Chicago, Rock Island and Pacific:						....
1st Mortgage (C. & R. I. R.R.)	1,397,000	7	Jan. & July.	New York.	1870	105
1st Mort. (C., R. I. and P. R. R.)	7,375,000	7	" "	"	1896	98½
Chillicothe and Brunswick:						
1st Mortgage	500,000	8	May & Nov.	New York.	1894	82½
Cincinnati, Dayton and Eastern:						
1st Mortgage	465,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati, Hamilton and Dayton:						....
2d Mortgage (1st Mort. paid)	1,250,000	7	May & Nov.	New York.	1880	80
3d Mortgage	500,000	8	Jan. & July.	" "	1885	....
New Mortgage	282,000	7	" "	" "	1877	....
Cincinnati and Indiana:						....
1st Mortgage	2,500,000	7	June & Dec.	New York.	1892	73
2d Mortgage	2,000,000	7	Jan. & July.	" "	'77-'87	79
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati and Martinsville:						....
1st Mort. (guar. by I. C. & Laf.)	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Cincinnati, Sandusky and Clev.:						
1st mortgage	976,000	7	June & Dec.	New York.	1890	73½
Cleveland, Columbus and Cinc.:						
1st Mortgage	425,000	7	June & Dec.	New York.	'68-'90	....
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage	587,000	8	March & Sept.	" "	1876	....
Hubbard Branch, 1st Mortgage.	147,500	7	Jan. & July.	" "	1881	....
Cleveland and Pittsburg:						....
2d Mortgage (or 1st Extension)	1,130,000	6	March & Sept.	New York.	1873	100
3d Mortgage (or 2d Extension)	1,597,000	7	May & Nov.	" "	1875	92
4th Mortgage (or 3d Extension)	1,106,489	7	Jan. & July.	" "	1892	79
Consol. S. F. Mort. ($5,000,000)	376,000	7	May & Nov.	" "	1890	84

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage	$500,000	7	Jan. & July.	New York.	1874	....
2d Mortgage	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	....
Cleveland & Toledo (Lake Shore):						
1st Mort. (Junc. R. R. 1st Div.)	13,000	7	April & Oct.	New York.	1867	....
1st Mort. (Junc. R. R. 2d Div.)	116,000	7	June & Dec.	" "	1882	....
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	103
2d Mortgage (Clev. and Tol.)	1,000,000	7	April & Oct.	" "	1886	....
Columbia and Augusta:						
1st Mortgage for $1,000,000	410,000	7	Jan. & July.	New York.	1888	....
Columbus, Chicago & Ind. Cent.:						
Consol. 1st Mortgage skg fund	15,000,000	7	April & Oct.	New York.	1908	82½
Columbus and Indiana Central:						
2d Mortgage	821,000	7	May & Nov.	New York.	1886	62½
Income Bonds	1,243,000	7	" "	" "	1881	....
Columbus and Hocking Valley:						
1st Mortgage	262,500	7	Jan. & July.	New York.	1897	....
Consol. 2d Mortgage skg fund	5,000,000	7	Feb. & Aug.	" "	1909	....
Columbus and Xenia:						
1st Mortgage for $500,000	248,000	7	March & Sept.	Columbus.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	500,000	6	June & Dec.	Boston.	1876	94½
Notes of '66 and '67, free	295,000	7	" "	"	'76-'77	100
Connecticut River:						
1st Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Connecting:						
1st Mortgage guaranteed	1,000,000	6	Jan. & July.	Philadelphia.	1896	85
Cumberland and Pennsylvania:						
1st Mortgage for $1,000,000	875,000	6	March & Sept.	New York.	1891	....
2d Mortgage sinking fund	799,000	6	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1904	....
Danbury and Norwalk:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1880	....
Danv., Urbana, Blooming. & Pekin:						
1st Mortgage sinking fund	2,000,000	7	Jan. & July.	New York.	1908	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,802,000	7	Jan. & July.	New York.	1881	....
2d Mortgage	642,000	7	March & Sept.	" "	1884	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	"	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	March & Sept.	New York.	1882	....
2d Mortgage	463,000	6	Jan. & July.	" "	1905	....
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
State Loan	170,000	6	" "	"	1876	....
Extension Mortgage	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (L. & W.) for $900,000	564,000	7	Jan. & July.	New York.	1871	98
1st Mort. (East. Ext.) $1,500,000	1,111,000	7	April & Oct.	" "	1875	98½
2d Mort. (General) for $2,600,000	1,633,000	7	March & Sept.	" "	1881	97
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1866, (cond.)	1,861,639	6	.....	" "	1886	....
Detroit, Mon. & Tol. (M.S. & N.I.)						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1876	92½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	100,000	7	Jan. & July.	New York.	1878	....
1st Mortgage	150,000	7	April & Oct.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dubuque and Sioux City:						
1st Mortgage (1st Division)	300,000	7	Jan. & July.	New York.	1883	97
1st Mortgage (construction)	660,000	7	" "	" "	1894	....
Sinking Fund (convertible)	1,000,000	7	May & Nov.	" "	1888	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1895	....
2d Mortgage, ordinary	450,000	7	" "	" "	1895	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Feb. & Aug.	Philadelphia.	1882	....
East Pennsylvania:						
1st Mortgage, Sinking Fund	506,900	7	April & Oct.	Philadelphia.	1888	....
East Tennessee and Georgia:						
Tennessee Loan (old)	1,037,000	6	Jan. & July.	New York.	1882	....
Tennessee Loan (1866)	430,277	6	" "	" "	1898	....
Mortgage (old)	640,000	6	" "	" "	1880	....
Mortgage (new)	136,400	7	" "	" "	1880	....
East Tennessee and Virginia:						
Tennessee Loan (old)	1,599,000	6	Jan. & July.	New York.	1888	....
Tennessee Loan (1866)	600,000	6	" "	" "	1898	....
Tennessee endorsed bonds	178,000	6	" "	" "	18—	....
Eastern:						
State Loan (1st Lien)	275,000	5	J. A. J. & O.	Boston.	'68-'72	....
2d *Mortgage*, (convert. sterling)	420,000	5*	Jan. & July.	London.	1872	....
2d Mortgage, convertible	733,000	6	Feb. & Aug.	Boston.	1874	96
1st Mortgage (Essex Railroad)	214,000	6	Jan. & July.	"	1876	....
Bonds of 1868	500,000	6	March & Sept.	"	1889	96½
Edgefield and Kentucky:						
Tennessee Loan	870,000	6	Jan. & July.	New York.	18—	....
Elmira and Williamsport:						
1st Mortgage	1,050,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Bonds	570,000	6	April & Oct.	"	1872	58½
European and North American:						
1st Mortgage (Bangor to Winn.)	1,000,000	6*	Jan. & July.	London.	1886	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Erie:						
1st Mortgage	$3,000,000	7	May & Nov.	New York.	1897	100½
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	95
3d Mortgage	6,000,000	7	" "	" "	1883	88½
4th Mortgage	4,441,000	7	April & Oct.	" "	1880	84
5th Mortgage	926,500	7	June & Dec.	" "	1888	82½
Buffalo Branch Bonds	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan £800,000	4,844,444	6*	March & Sept.	London.	1875	....
Erie and Pittsburg:						
1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	700,000	7	April & Oct.	"	1875	....
New Mortgage	859,000	7	Jan. & July.	"	1893	....
Evansville and Crawfordsville:						
1st Mortgage of 1852	350,000	7	Jan. & July.	New York.	1869	....
1st Mortgage of 1854	740,000	7	May & Nov.	" "	1869	....
Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1881	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	— & —	Providence.	18—	....
Flemington:						
1st Mortgage guaranteed	100,000	6	— & —	Princeton.	18—	....
Flint and Pere Marquette:						
1st Mortgage	1,520,500	7	— & —	New York.	18—	....
Galena & Chic. Union (C.N.& W.):						
1st Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	99¾
2d Mortgage	1,029,000	7	May & Nov.	" "	1875	91
Georgia:						
Bonds	592.000	7	J. & J.	Augusta.	70'-75	....
Grand Rapids and Indiana:						
1st Mortgage	167,000	7	Jan. & July.	New York.	1886	....
Grand River Valley:						
1st Mortgage, guaranteed	1,000,000	7	Jan. & July.	New York.	1886	....
Grand Trunk (Ca.):						
1st Preference Bonds	12,573,661	5*	Jan. & July.	London.	18—	....
2d Preference Bonds	7,355,986	5*	" "	"	18—	....
3d Preference Stock	3,414,094	4*	" "	"	18—	....
4th Preference Stock	25,592,860	4*	" "	"	18—	....
Equipment Bonds	2,433,333	6*	April & Oct.	"	18—	....
Postal and Military bonds	5,840,000	var	Feb. & Aug.		18—	....
Great Western of Canada:						
Government Loan £573,688	2,782,387	6*	— & —	Ottawa.	.....	....
Mortgage Bonds £615,200	2,983,720	6*	— & —	London.	'73-'76	....
Mortgage Bonds £547,000	2,652,950	5½*	— & —	"	'77-'78	....
Stock Debentures £46,700	226,500	5*	— & —	"	*irred.*	....
Great Western of Illinois:						
1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	106
1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	" "	1888	....
1st Mortgage (General)	1,455,000	7	" "	" "	1888	89
2d Mortgage	2,500,000	7	May & Nov.	" "	1893	79
Greenville and Columbia:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	....
Hannibal and St. Joseph:						
Land Mortgage	1,900,000	7	April & Oct.	New York.	1881	105½
Convertible bonds	800,000	7	Jan. & July.	" "	1883	102
Eight per cent. Loan	860,000	8	" "	" "	1874	....
Ten per cent. Loan	1,000,000	10	" "	" "	1872	....
Ten per cent. Loan	500,000	10	— & —	" "	1869	....
1st Mort. (Quincy and Palmyra)	500,000	8	— & —	" "	18—	....
1st Mort. (Kan. City & Cameron)	1,200,000	10	— & —	" "	1891	108½
Harrisburg and Lancaster:						
1st Mortgage, guaranteed	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	927,000	6	Jan. & July.	New York.	1873	95
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 96.04 m.)	1,574,500	7		Hartford.	1876	....
Hempfield:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage	100,000	7		"	1885	....
Houston and Texas Central:						
1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	....
Hudson River:						
1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	2,000,000	7	June & Dec.	" "	1885	105
3d Mortgage	183,000	7	May & Nov.	" "	1875	102
Huntington and Broad Top Mt.:						
1st Mortgage	416,000	7	April & Oct.	Philadelphia.	1870	90
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	....
Consol. Mortgage	887,045	7	April & Oct.	"	1895	27½
Illinois Central:						
Construction	3,187,500	7	April & Oct.	New York.	1875	109
Construction	332,000	6	" "	" "	1875	....
Redemption	2,500,500	6	" "	" "	1890	....
Redemption, sterling	2,500,000	6*	"	London.	1875	....
Illinois and Southern Iowa:						
1st Mortgage	300,000	7	Feb. & Aug	New York.	1882	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	70
1st Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" "	1888	....
Indianapolis, Crawfordsv. & Danv.:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1888	....
Indianapolis and Madison:						
1st Mortgage	612,000	7	May & Nov.	New York.	1881	....
Iowa River:						
1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	....
Jackson, Lansing and Saginaw:						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1884	96½
Jeffersonville (J. M. & I.):						
2d Mortgage	397,000	7	April & Oct.	New York.	1873	....
Jeffersonville, Madison & Indian.:						
1st Mortgage	1,961,000	7	April & Oct.	New York.	1906	....
Joliet and Chicago:						
1st Mortgage, guaranteed, S. F.	500,000	8	Jan. & July.	New York.	1883	....
Joliet and Northern Indiana:						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies 'Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Junction, Philadelphia:						
1st Mortgage, guaranteed	800,000	6	April & Oct.	Philadelphia.	1896	....
Kentucky Central:						
1st Mort. (Covington & Lexing.)	$128,000	7	— & —	New York.	1873	....
2d Mortgage (do.)	794,000	7	— & —	" "	1883	....
3d Mortgage (do.)	237,000	7	— & —	" "	1885	....
Keokuk and St. Paul:						
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1879	98¾
Knoxville and Charleston:						
Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	....
Knoxville and Kentucky:						
Tenn. State Loan (old)	1,310,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan (new)	800,000	6	" "	" "	1898	....
Lackawanna and Bloomsburg:						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	400,000	7	May & Nov.	"	1890	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000	500,000	7	Jan. & July.	New York.	1893	....
Lawrence:						
1st Mortgage	360,000	7	" "	Pittsburg.	1886	....
Lehigh and Lackawanna:						
1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	92½
Lehigh Valley:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	98
New Mortgage, free of taxes	1,917,000	6	June & Dec.	"	1898	97½
1st Mortgage (Hazleton)	149,500	6	Jan. & July.	"	1878	....
Little Miami:						
1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan	100,000	6	" "	Cincinnati.	1880	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000	.....	6*	.....	Boston	....	....
Little Schuylkill:						
1st Mortgage, sinking fund	807,500	7	April & Oct.	Philadelphia.	1877	99
Long Island:						
1st Mortgage	500,000	6	Jan. & July.	New York.	1875	....
Hunter's Point Extension	175,000	7	Feb. & Aug.	" "	1890	....
Glen Cove Branch	150,000	6	May & Nov.	" "	1893	....
Louisville, Cincin. and Lexington:						
1st Mortgage for $3,000,000	2,628,000	7	Jan. & July.	New York.	1897	....
Louisville and Frankfort:						
1st Mortgage	88,000	6	Jan. & July.	New York.	'70–'78	....
Louisville Loan	100,000	6	" "	" "	1881	....
Louisville and Nashville:						
1st Mortgage, Main Stem	1,424,000	7	Jan. & July.	New York.	'69–'77	98
1st Mortgage, Memphis Branch.	267,000	7	May & Nov.	" "	'70–'75	96
1st Mortgage, Bardstown Branch	27,500	7	Jan. & July.	" "	1870	....
1st Mort. Lebanon Branch Ext.	88,000	7	May & Nov.	" "	'80–'85	92
Louisville Loan, Main Stem	849,000	6	April & Oct.	" "	'86–'87	....
Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	" "	1886	....
Louisville Loan, Leb. Br. Ext.	333,000	6	April & Oct.	" "	1893	....
Consolid. 1st mort. for $8 000,000	2,000,000	7	" "	" "	1898	90
Louisville, N. Albany & Chicago.						
1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	1892	....
Macon and Brunswick:						
1st Mort. endorsed by Georgia	140,000	7	Jan. & July.	New York.	1881	....
Mahanoy and Broad Mountain:						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	....
Maine Central:						
$1,100,000 Loan	1,095,600	6*	Feb. & Aug.	Boston.	'90–'91	....
$400,000 Loan	307,700	6	June & Dec.	"	'70–'71	....
Bangor City Loan	621,000	6	April & Oct.	"	1874	....
2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....
Marietta and Cincinnati:						
1st Mortgage	2,454,342	7	Feb. & Aug.	Baltimore.	1891	93
1st *Mortgage*, Sterling	1,050,000	7*	" "	London.	1891	....
2d Mortgage	2,500,000	7	May & Nov.	Baltimore.	1896	75
Scioto and Hocking Valley	300,000	7	" "	"	1896	....
Memphis and Charleston:						
Tenn. State Loan	1,817,937	6	Jan. & July.	New York.	1890	....
1st Mortgage, Convertible	1,293,000	7	May & Nov.	" "	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1885	....
Memphis and Little Rock:						
Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	....
Mortgage (road and land)	1,300,000	8	May & Nov.	" "	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1897	....
Michigan Central:						
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	....
1st *Mortgage*, sterling, convertible	500,000	8*	March & Sept.	"	1869	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	....
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	" "	1882	....
Consol. Sinking Fund Mortgage	4,207,000	8	" "	" "	1882	120¾
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund	6,728,000	7	May & Nov.	New York.	1885	99½
2d Mortgage	2,693,000	7	" "	" "	1877	95
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	" "	1876	92½
Mifflin and Centre County:						
1st Mortgage	172,500	6	April & Oct.	Philadelphia.	1885	....
Milwaukee & Chicago, (40 miles):						
2d Mortgage, (C. & N. W. R. W)	182,000	7	Jan. & July.	New York.	1874	....
3d Mortgage, (" ")	10,500	7	June & Dec.	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage—370 miles	5,425,000	7	Jan. & July.	New York.	1893	95½
2d Mortgage	1,390,000	7	April & Oct.	" "	1884	85
1st Mortgage (P. du C.)	3,455,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du C.)	736,000	7.3	" "	" "	1898	95
1st Mort. (Iowa and Minn. Div.)	5,785,000	7	Jan. & July.	" "	1897	88
Mississippi Central:						
1st Mortgage	1,350,000	7	May & Nov.	New York.	1873	....
2d Mortgage	1,997,000	8	Feb. & Aug.	" "	1876	....
Mississippi and Tennessee:						
1st Mortgage	600,000	7	April & Oct.	New York.	1876	....
2d Mortgage for $1,360,000	939,000	8	Jan. & July.	" "	1890	....
Mobile and Girard:						
1st Mortgage Bonds	417,500	7	Jan. & July	New York.	1877	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Mobile and Montgomery:						
1st Mortgage	$1,200,000	8	May & Nov.	New York.	1888	....
Mobile and Ohio:						
1st *Mortgage*, Sterling	4,593,000	6*	May & Nov.	London.	1882	....
1st *Mortgage*, Sterling		8*	" "	Mobile.	1882	77
Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891	....
Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867	....
Liquidation (10 year) bonds	556,421	8	" "	New York.	1876	....
Interest bonds	697,900	8	" "	Mobile.	1882	72
Montgomery and Eufala:						
1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886	....
Montgomery and West Point:						
Income Bonds	100,000	8	Jan. & July.	New York.	1871	....
Income Bonds	306,900	8	" "	" "	1876	....
Mortgage Bonds	719,500	8	" "	" "	1881	....
Morris and Essex:						
1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1915	101
2d Mortgage	3,000,000	7	Feb. & Aug.	" "	1891	100
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,560,000	6	Jan. & July.	New York.	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. Coupons Funded	426,270	6	" "	" "	1892	....
Nashville and Decatur:						
Tenn. State Loan	2,465,176	6	Jan. & July.	New York.	'90–'92	....
Income Bonds (Tenn. and Ala.)	205,000	10	April & Oct.	Nashville.	1870	....
2d Mortgage	500,000	6	" "	New York.	1887	....
Nashville and Northwestern:						
Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88–'94	....
2d Mortgage	792,050	6	" "	" "	'71–'83	....
Naugatuck:						
1st Mortgage, Convertible	166,000	7	Jan. & July.	Bridgeport.	1876	....
Newark and New York:						
1st Mortgage	600,000	7	Jan. & July.	New York.	18—	....
Newburg & New York (Oct.1,'68):						
1st Mortgage	250,000	7	Jan. & July.	New York.	18—	....
New Bedford and Taunton:						
1st Mortgage	174,000	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000	125,000	7	May & Nov.	Philadelphia.	1882	....
2d Mortgage for $100,000	29,500	7	March & Sept.	"	1877	....
New Haven and Darby:						....
1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
New Haven and Northampton:						
1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869	....
1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874	....
New Jersey:						
Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75–'87	93
New London Northern:						
1st Mortgage	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mortgage, Extension	370,000	7	March & Sept.	"	1885	....
New Mortgage	230,000	7	April & Oct.	New York.	1888	....
N. Orleans, Jackson & Gt. North.						....
1st Mortgage for $3,000,000	2,741,000	8	Jan. & July.	New York.	1886	....
2d Mortgage for $1,500,000	1,157,000	8	April & Oct.	" "	1890	....
N. Orleans, Opelousas & Gt. Wtn:						....
1st Mort. construction (80 m.)	1,842,000	8	April & Oct.	New York.	1889	....
2d Mort. (F.) for $1,000,000 (80m.)	.....	8	Jan. & July.	" "	1887	....
New York Central:						....
Premium, Sinking Fund Bonds.	5,946,689	6	May & Nov.	New York.	1883	92½
Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	" "	1876	103½
Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	" "	1883	....
Bonds for railroad stocks	592,000	6	" "	" "	1883	87¼
Bonds for real estate	162,000	6	" "	" "	1883	87
Bonds and mortgages	58,215	7	various.	" "	var.	....
Convertible bonds	210,000	7	Feb. & Aug.	" "	1876	120
Renewal bonds of 1868	2,900,000	6	June & Dec.	" "	1887	91¼
New York and Flushing:						
1st Mortgage	125,000	7	— & —	New York.	18—	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	" "	1893	....
New York and New Haven:						
1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	99
New York, Providence & Boston:						
1st Mortgage	250,000	6	Feb. & Aug.	New York.	'75–'78	96
Extension Bonds	250,000	6	May & Nov.	" "	1883	....
Norfolk and Petersburg:						
1st Mortgage	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage	303,000	8	" "	"	1877	....
2d Mortgage for $300,000	43,000	8	" "	Norfolk.	1872	....
North Eastern:						....
1st Mortgage	700,000	7	March & Sept.	Charleston.	1869	....
2d Mortgage for $300,000	145,000	7	" "	"	1868	....
North Missouri:						....
1st Mortgage of 1865	6,000,000	7	Jan. & July.	New York.	1895	89
2d Mortgage of 1868	4,000,000	7	April & Oct.	" "	1888	....
North Pennsylvania:						....
1st Mortgage	2,500,000	6	Jan. & July.	Philadelphia.	1880	94
Chattel Mortgage	360,000	10	April & Oct.	"	1887	109
2d Mortgage	276,500	7	— & —	"	18—	88½
North Shore, L. I.:						
1st Mortgage	110,200	7	Jan. & July.	New York.	1887	....
Northern Central:						
1st Mortgage, guaranteed	1,500,000	6	J. A. J. & O.	Baltimore.	irred.	....
2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885	91
3d Mortgage, Sinking Fund	1,223,000	6	April & Oct.	"	1900	87½
Consol. Mort. for $6,000,000	1,874,000	6*	Jan. & July.	"	1900	98
Northern New Hampshire:						
Company Bonds of 1854	120,600	6	April & Oct.	Boston.	1874	95½
Northern New Jersey:						
1st Mortgage	400,000	7	Jan. & July.	New York.	18—	....
North Western Virginia:						
2d Mortgage (B. & O. R. R. Co.)	458,500	6	Jan. & July.	Baltimore.	1873	92½
3d Mortgage (B. & O. R. R. Co.)	140,000	6			1885	87

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Carolina:						
Equipment Bonds of 1857	$339,000	8	March & Sept.	Co.'s shops.	1867	
New Loan for $800,000		8	" "	"	1887	....
Norwich and Worcester:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	
Construction bonds	124,500	7	" "	"	1877	....
Steamboat mortgage	45,000	7	Feb. & Aug	"	1870	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	985,000	7	Jan. & July.	Boston.	1870	100
Equipment Bonds	300,000	8	" "	"	'69-'78	102½
Ohio and Mississippi:						
1st Mortgage, E. Div.	2,050,000	7	Jan. & July.	New York.	1872	99½
1st Mortgage, W. Div.	850,000	7	" "	" "	1872	
2d Mortgage, W. Div.	556,000	7	" "	" "	1874	....
Income, W. Div.	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort. for $6,000,000	1,652,000	7	Jan. & July.	" "	1898	....
Consolidated Mort. sterling	83,420	...	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	79⅜
Old Colony and Newport:						
Company Bonds	1,000,000	6	March & Sept.	Boston.	1876	96
Company Bonds	458,000	6	April & Oct.	"	1875	94
Company Bonds	1,388,000	7	Feb. & Aug.	"	1877	103
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	78
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	" "	1875	75⅜
3d Mort. " "	573,500	8	May & Nov.	Richmond.	1873	85½
4th Mort. " "	331,700	8	March & Sept.	Alexandria.	1880	75
1st Mort. (general)	708,000	7	Jan. & July.	New York.	1882	79⅜
Va. State Loan	249,962	6	" "	" "	1887	....
Osage Valley:						
1st Mortgage 5-20 years	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome:						
1st Mort. guar. by R. W. & O.	500,000	7	May & Nov.	New York.	1916	....
Income	200,000	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse:						
1st Mortgage	498,500	6	May & Nov.	New York.	'70-'80	....
2d Mortgage	375,000	7	" "	" "	1885	....
Pacific of Mo.:						
Mortgage, construction	1,500,000	7	Jan. & July.	New York.	1880	98½
St. Louis Loan	700,000	6	" "	" "	'71-'73	....
1st (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	97½
Panama:						
1st *Mortgage*, Sterling	416,000	7*	April & Oct.	London.	1870	....
1st *Mortgage*, Sterling	346,000	7*	" "	"	1875	....
2d *Mortgage*, Sterling	1,150,000	7*	Feb. & Aug.	"	1872	....
Paterson and Newark:						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1888	....
Pemberton and Hightstown:						
1st Mortgage endorsed	100,000	7	— & —	New York.	1877	....
Peninsular (Michigan):						
1st Mortgage for $16,000 per m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Pennsylvania:						
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	98
2d M. stg.	2,283,840	6	" "	London.	1875	....
General Mortgage	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	....
State lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890	....
Short Bonds and Debentures	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	....
Pennsylvania and New York:						
1st Mortgage guaranteed	2,697,000	7	— & —	Philadelphia.	18—	93½
Pensacola and Georgia:						
1st Mortgage	1,185,300	7	Jan. & July.	New York.	18—	....
1st Mortgage (Tallahassee R.R.)	206,000	7	" "	" "	18—	....
2d Mortgage	255,000	8	" "	" "	18—	....
Peoria and Bureau Valley:						
1st Mortgage	600,000	8	Jan. & July.	New York.	18—	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Perkiomen:						
1st Mortgage	255,000	6	— & —	Philadelphia.	18—	....
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	18—	....
Philadelphia and Baltimore Cent.:						
1st Mortgage	575,000	7	Jan. & July.	Philadelphia.	1876	....
Philadelphia and Erie:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99
1st Mortgage (General)	5,000,000	6	" "	"	1881	90½
2d Mortgage	4,000,000	6	" "	"	1901	85⅝
3d Mortgage for $3,000,000	600,000	7	Jan. & July.	"	1885	92½
Philadelphia, Germant. & Norist.:						
Convertible Loan	116,100	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Bonds of 1849	401,600	6	April & Oct.	Philadelphia.	1870	103
Bonds of 1861	106,000	6	Jan. & July.	"	1871	96
Bonds of 1836-43-44-48 and 49	2,497,800	6	" "	"	1880	93
Bonds of 1857, convertible	171,500	6	" "	"	1886	100
Bonds of 1836, Sterling	182,400	5*	" "	London.	1880	....
Bonds of 1836, Sterling, conv.	288,000	7*	" "	"	'72-'77	....
Bonds of 1868 for renewals	477,500	6	April & Oct.	"	1893	80
Mort. bonds of '68, clear of taxes	2,255,000	7	" "	Philadelphia.	1893	105
Philadelphia and Trenton:						
1st Mort. (Camden & Amboy)	200,000	6	May & Nov.	Philadelphia.	1868	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	385,000	6	Jan. & July.	Philadelphia.	1884	92½
Bonds of 1866	1,000,000	6	April & Oct.	"	'71-'76	93½
Bonds of 1867	945,000	6	" "	"	1887	....
Pittsburg, Cincinnati & St. Louis:						
1st Mortgage, guaranteed	4,008,000	7	Feb. & Aug.	Philadelphia.	1900	....
Pittsburg and Connellsville:						
1st Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug.	New York.	1889	....
1st Mort. (new) for $4,000,000		7	Jan. & July.	Baltimore.	1898	92½
† Huron and Lake Michigan:						
1st Mortgage for $16,000 p.m.	1,800,000	7*	May & Nov.	N. Y. & Lond.	1899	95
Potsdam and Watert. (R. W. & O.)						
1st Mortgage, guaranteed	511,500	7	June & Dec.	New York.	'69-'74	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Portland and Kennebec:						
1st Mortgage	$230,000	6	April & Oct.	Boston.	1883	....
Consolidated Bonds	300,000	6	" "	"	1895	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	109½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Placerville and Sacramento:						
1st Mortgage	225,000	10	Jan. & July.	San Francisco	1894	....
1st Mortgage	525,000	10*	" "	"	1894	....
Providence, Warren and Bristol:						
1st Mortgage	100,000	8	March & Sept.	Providence.	1872	....
2d Mortgage	50,000	8	June & Dec.	"	1877	....
Quincy and Toledo:						
1st Mortgage	500,000	7	May & Nov.	New York.	1890	86
Raritan and Delaware Bay:						
1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	....
2d Mortgage	250,000	7	" "	" "	1888	....
Equipment Bonds, convertible	296,000	7	" "	" "	1876	....
Reading and Columbia:						
1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	....
1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	" "	1888	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	76½
2d Mortgage (R. & S.)	450,000	7	Jan. & July.	" "	'80-'87	....
Richmond and Danville:						
Virginia State Loan	600,000	6	Jan. & July.	New York.	'87-'88	....
Bonds guaranteed by Virginia	161,600	6	" "	" "	'75-'76	81
Consolidated, coupon	1,298,000	6	May & Nov.	" "	'75-'90	....
Consolidated, registered	408,500	6	" "	Richmond.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	....
Company Bonds, dollar	172,800	7	" "	Richmond.	1875	....
Richmond and Petersburg:						
Company Bonds (coup. & reg.)	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
Company Bonds (coupons)	175,000	8	March & Sept.	Philadelphia.	1870	....
Richmond and York River:						
1st Mortgage	600,000	8	— & —	New York.	18—	....
Roanoke Valley (R. & Dan.):						
1st Mortgage	160,800	7	Feb. & Aug.	Richmond.	'69-'76	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	96
Rock Island and Peoria:						
1st Mortgage	1,384,000	7	— & —	New York.	18—	....
Rome, Watertown & Ogdensb.:						
1st Mortgage, Sinking Fund	571,000	7	June & Dec.	New York.	1891	100
Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	" "	'69-'74	....
Rutland and Burlington:						
1st Mort. conv. into pref. stock	1,800,000	7	Feb. & Aug.	Boston.	1863	192
2d Mort. conv. into com. stock	937,500	7	" "	"	1863	60
Sacramento Valley:						
1st *Mortgage*	400,000	10*	Jan. & July.	New York.	1875	....
2d *Mortgage*	329,000	10*	Feb. & Aug.	Sacramento.	1881	....
St. Joseph and Council Bluffs:						
1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	107⅜
1st Mortgage (in Iowa 52 m.)	150,000	10	" "	"	1893	....
2d Mortgage (" ")	500,000	7	— & —	"	1882	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A)	1,100,000	7	Jan. & July.	New York.	1894	97½
1st Mortgage (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	86
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	79
St. Louis and Iron Mountain						
1st Mortgage for $4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	89½
St. Louis, Jacksonville & Chicago:						
1st Mortgage ($15,000 per mile)	2,365,000	7	April & Oct.	New York.	1884	90
2d Mortgage ($5,000 per mile)	360,000	7	Jan. & July.	" "	1898	....
St. Louis and St. Joseph:						
1st Mortgage	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Vandalia & T. Haute:						
1st Mortgage, S. F., guaranteed	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed	2,600,000	7	" "	" "	18—	....
St. Paul and Chicago:						
1st Mort. S.F. guar. for $4,000,000		8	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mortgage (10 miles)	120,000	8	March & Sept.	New York.	1892	....
1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	" "	1892	....
2d Mortgage and Land Grant	1,200,000	7	June & Dec.	" "	1892	....
General Mort., stg. for $780,000		7*	Jan. & July.	London.	18—	....
General Mort., dol. for $2,020,000		7	" "	New York.	18—	....
St. Paul and Sioux City:						
1st Mortgage for $16,000 p. m.	100,000	7	Jan. & July.	New York.	1896	....
Salem and Lowell:						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1876	98
Sandusky, Mansfield and Newark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1875	....
Funded Coupons	860,000	7	" "	" "	1875	....
Savannah and Charleston:						
1st Mortgage $5,000 per mile	500,000	7	Jan. & July.	New York.	1889	5
Schuylkill and Susquehanna:						
1st Mortgage	97,000	6	Jan. & July.	Philadelphia.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Seaboard and Roanoke:						
1st Mortgage	$210,000	7	— & —	New York.	1880	....
Selma and Meridian:						
1st Mortgage	79,875	...	— & —	— & —	.....	....
2d Mortgage	52,000	...	— & —	— & —	.....	....
3d Mortgage	665,000	...	— & —	— & —	.....	....
Selma, Rome and Dalton:						
1st Mort. (Ala. and Tenn. River)	838,000	7	Jan. & July.	New York.	1872	....
2d Mort. (Ala. and Tenn. River)	241,100	8	" "	" "	1864	....
Gen. Mort. (S.R.&D.) free of tax	5,000,000	7	April & Oct.	" "	1887	....
Shamokin Valley and Pottsville:						
1st Mortgage	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheyboygan and Fond Lac:						
1st Mortgage	264,000	7	Feb. & Aug.	New York.	1884	....
Sioux City and Pacific:						
1st Mortgage	1,628,320	7	April & Oct.	New York.	1898	....
2d Mortgage (Gov. subsidy)	1,628,320	6	Jan. & July.	" "	1898	....
Somerset and Kennebec:						
1st Mortgage	300,000	6	June & Dec.	Augusta.	1874	....
2d Mortgage	250,000	6	" "	"	1876	....
Shore Line (N. H. & N. L.):						
1st Mortgage, reconstruction	55,000	7	March & Sept.	New Haven.	1880	....
South Carolina:						
Sterling Bonds £452,912½	2,612,944	5*	Jan. & July.	London.	'71-'85	....
Sterling Bonds £59,031½	262,366	5*	" "	Charleston.	'71-'85	....
Domestic Bonds	418,016	6	" "	"	'73-'74	....
Domestic Bonds	563,500	7	April & Oct.	"	'69-'72	....
Domestic Bonds	353,500	7	Jan. & July.	"	'88-'91	....
South and North Alabama:						
1st Mort. ($16,000 p.m.) endorsed	.....	8	— & —	New York.	1889	....
South Shore:						
1st Mortgage	150,000	6	April & Oct.	Boston.	1880	90
South Side, Va.:						
2d Mort., guar. by Petersburg	300,000	6	Jan. & July.	Petersburg.	'70-'75	....
3d Mort. (for City Point R. R.)	175,000	6	" "	"	'65-'68	....
4th Mortgage	317,000	6	" "	"	'70-'72	....
Consol. Mortgage	.....	8	" "	New York.	'84-'90	....
South Side, L. I.:						
1st Mortgage	750,000	7	March & Sept.	New York.	1887	....
South Western:						
1st Mortgage	699,500	8	various.	Macon.	'75-'85	....
South West Pacific:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	....
Southern Minnesota:						
1st Mort. (10-20 yrs) $20,000 p.m.	.....	8	Jan. & July.	New York.	1888	....
Springfield and Columbus:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	— & —	New York.	1874	....
Sullivan:						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,720,000	7	April & Oct.	New York.	1876	....
Summit Branch:						
1st Mortgage	528,000	6	— & —	Philadelphia.	18—	....
Sussex:						
1st Mortgage	200,000	6	— & —	New York.	18—	....
Tioga:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872	91
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	83½
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	...
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	...
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	85
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	...
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	77
Consol. M. (T.,W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	" "	1907	81
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	325,000	7	March & Sept.	" "	1882	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	86½
2d Mortgage (Gov. subsidy)	27,951,000	6	" "	" "	'95-'99	....
Land Grant bonds for 10,000,000	7,864,000	7	April & Oct.	N.Y.&Boston	'87-'89	76½
Income bonds	8,163,000	10	Mar. & Sept.	Boston.	'72-'74	87½
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific—Eastern Division:						
1st Mortgage on 140 miles	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mortgage on 254 miles	4,063,000	6*	June & Dec.	" "	1896	....
2d Mortgage (Gov. subsidy)	6,303,000	6	Jan. & June.	" "	'95-'97	....
1st Mort. (Leavenworth Br.)	600,000	7	May & Nov.	" "	1896	....
Land Grant Mort. for $500,000	361,000	7	March & Sept.	" "	'71-'76	....
Income bonds $10,000 p. m.	4,275,350	7	June 1, '71.	" "	1916	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	87
2d Mortgage	1,500,000	7	" "	Philadelphia.	1891	42½
Equip. Loan (Vt.C. & Vt.& Ca.)	1,000,000	8	May & Nov.	Boston.	'77-'89	...
Vermont and Massachusetts:						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Vermont Valley:						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Vicksburg and Meridian:						
Consolidated Mort.—1st class	$722,500	7		Philadelphia.		
" " " 2d class	850,000	7	Apr. & Oct. or Jan. & Jul.	"	1890	....
" " " 3d class	154,000	7		"	1890	....
" " " 4th class	1,263,000	7		"	1890	....
Virginia and Tennessee:						
1st Mortgage	494,000	6	June & Dec.	New York.	1872	79
2d Mortgage	23,500	6	" "	" "	1868	74½
3d Mortgage (Enlarged)	990,000	6	" "	" "	1884	66½
Income Bonds	138,500	6	" "	" "	1865	....
Funding Bonds ($1,000,000)	736,000	8	" "	" "	1890	84½
Warren:						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley:						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Western Alabama:						
1st Mortgage, guar.	500,000	7	April & Oct.	New York.	1888	....
West Wisconsin:						
1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	....
West Chester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage, registered	1,000,000	8	April & Oct.	"	1878	....
West Jersey:						
Loan of 1883 for $400,000	400,000	6	March & Sept.	Philadelphia.	1883	92½
Loan of 1896 for $1,000,000	983,500	6	Jan. & July.	"	1896	....
Western (Boston and Albany).						
Sterling Loans, £899,900	2,051,520	5*	April & Oct.	London.	'69-'71	....
Dollar Bonds	798,000	6	" "	Boston.	1875	96
Western Maryland:						
1st Mortgage, endorsed by Balt.	200,000	6	Jan. & July.	Baltimore.	1890	92½
1st Mortgage unendorsed	400,000	6	" "	"	1890	78½
2d Mort. for $300,000, end. by B.	300,000	6	" "	"	1890	90
2d M. for $300,000, end. by W.Co.	300,000	6	" "	"	1890	84
Western Pennsylvania:						
1st Mortgage, guaranteed	1,800,000	6	April & Oct.	Philadelphia.	1883	85
Western Union:						
1st Mortgage for $5,000,000	4,000,000	7	Feb. & Aug.	New York.	1896	....
Whitehall and Plattsburg:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1873	....
Wicomico and Pocomoke:						
1st Mortgage	150,000	6	Jan. & July.	Philadelphia.	1888	....
Wilm., Charlotte & Rutherford:						
N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
1st Mortgage guar. by State	.....	8	" "	" "	1897	64½
Wilmington and Manchester:						
1st Mortgage, 1st pref.	725,000	7	June & Dec.	New York.	1886	....
2d Mortgage, 2d pref.	146,000	7	" "	" "	1886	....
1st Mortgage, 3d pref.	528,000	7	" "	" "	1886	....
2d Mortgage	80,000	7	May & Nov.	" "	1873	....
Wilmington and Weldon:						
1st Mortgage, Sterling	576,888	6*	Jan. & July.	London.	1881	....
2d Mortgage, Sterling	197,777	7*	May & Nov.	"	1886	....
Sinking Fund Mortgage	508,000	7	Jan. & July.	New York.	1896	92½
York and Cumberland (N. Cent.)						
1st Mortgage	175,000	6	May & Nov.	Baltimore.	1870	88
3d Mortgage	500,000	6	" "	"	1877	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage	2,254,000	7	Jan. & July.	Philadelphia.	1882	94½
Chesapeake and Ohio:						
State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
Sterling, guaranteed	4,375,000	5*	" "	London.	1890	...
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division:						
1st Mortgage	800,000	6	Jan. & July.	Philadelphia.	1878	82
Delaware and Hudson:						
1st Mortgage	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage (new)	1,500,000	7	May & Nov.	" "	1877	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
1st Mortgage	673,798	7	Jan. & July.	Philadelphia.	1865	....
Interest Bonds	161,960	7	" "	"	18—	....
Illinois and Michigan:						
Ill. State bonds, sterling, coupon	767,222	6*	April & Oct.	London.	1870	....
Ill. State bonds, sterling, reg.	500,967	6*	" "	"	1870	....
Ill. State bonds, stg. coup. & reg.	32,700	6*	" "	New York.	1870	....
Ill. State b'ds, cur., coup. & reg.	35,400	6	Jan. & July.	" "	1870	....
Lehigh Coal and Navigation:						
1st Loan	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Loan	5,606,122	6	" "	"	1884	88½
3d Loan	2,000,000	6	" "	"	1897	...
Gold Loan	5,000,000	6*	June & Dec.	"	1897	94½
Convertible Loan	1,201,850	6	" "	"	1877	79½
Monongahela Navigation:						
1st Mortgage	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	57,000	6	" "	"	18—	....
Morris (and Banking):						
1st Mortgage	455,500	6	April & Oct.	Jersey City.	1876	85
2d Mortgage	302,750	6	" "	"	1876	75
Boat Loan	232,087	6	" "	"	1885	76
North Branch:						
1st Mortgage	590,000	6	May & Nov.	Philadelphia.	1876	....
Schuylkill Navigation:						
1st Mortgage	1,764,550	6*	March & Sept.	Philadelphia.	1872	81
2d Mortgage	3,980,670	6	Jan. & July.	"	1882	58
Improvement Loan	1,601,670	6	May & Nov.	"	1876	67
Susquehanna and Tide Water:						
Md. State Loan, sterling	1,000,000	6	Jan. & July.	London.	1885	....
Coupon Bonds	1,250,000	6	" "	Baltimore.	1878	45½
Preferred Interest Bonds	325,000	6	" "	"	1894	....
Union (Pa.):						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	3
West Branch and Susquehanna:						
1st Mortgage, sinking fund	750,000	6	Jan. & July.	Philadelphia.	1878	....
Wyoming Valley:						
1st Mortgage	600,000	6	Jan. & July.	Philadelphia.	1878	80

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad: Main Line.	Railroad: Branch Lines.	Railroad: 2d Track and Sidings.	Railroad: Railroad in progress.	Companies.	Rolling Stock: Engines.	Rolling Stock: Cars: Pass.	Rolling Stock: Cars: R. M. E.	Rolling Stock: Cars: Freight.	Abstract of General Balance Sheet: Property and Assets: Railroad.	Property and Assets: Rolling Stock.	Property and Assets: Assets	Property and Assets: Accounts and Cash.	Liabilities: Stocks.	Liabilities: Bonds.	Liabilities: Accounts.	Liabilities: Surplus Income.	Railroad Operated.	Operations: Trains Moved.	Operations: Carried one mile: Passengers.	Operations: Carried one mile: Freight.	Earnings: Gross.	Earnings: Net.	Dividends.	Value of Shares: Par.	Value of Shares: Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1868	25.0	—	0.4	157.0	Adirondac.....New York.	1	—	—	6	2,079,058	*	lands,&c.	—	4,183,000	915,000	418,711	—	25.0	15,972	10,719	8,439	20,900	loss 177	—	100	....
Jun. 30, 1869	70.0	—	—	23.0	Alabama and Chattanooga....New York.	—	—	—	—	—	—	—	—	—	—	—	—	70.0	—	—	—	—	—	—	100	....
Sept. 30, 1868	125.0	—	11.2	15.0	Albany and Susquehanna ¶...New York.	17	15	7	182	5,839,598	547,857	—	—	1,861,393	2,802,000	560,000	401,830	120.0	291,226	7,081,364	4,250,199	535,823	227,819	—	100	....
Jan. 31, 1869	132.0	—	12.0	48.0	Allegheny Valley.....Pennsylvania.	12	10	6	102	8,042,793	*	.....	.....	2,241,250	4,000,000	1,801,543	.....	132.0	.....	362,803	570,186	946,405	446,907	—	50	....
Jun. 30, 1868	26.5	5.0	4.9	—	Androscoggin.....Maine.	7	6	4	110	800,000	*	—	—	—	—	—	—	68.0	120,113	67,700	49,327	185,226	75,428	—	100	....
Nov. 30, 1868	23.0	—	1.8	—	Ashuelot.....New Hampshire.	—	—	—	—	506,000	—	—	—	261,000	195,000	—	—	(Leased	to Cheshire.)	—	—	—	7,000	—	100	....
Jun. 30, 1868	86.7	—	8.2	—	Atlanta and West Point.....Alabama.	17	6	7	86	1,200,230	*	—	117,052	1,232,200	47,000	6,613	31,470	86.7	.....	—	—	—	—	—	100	....
Oct. 31, 1868	387.3	38.2	90.0	—	Atlantic and Great West. N.Y. Penn. & O.	156	92	37	3,370	58,812,553	*	53,417	.....	27,798,923	29,999,901	1,049,166	—	505.7	—	1 666,824	1,746,527	4,846,048	1,857,266	8	100	95
Dec. 31, 1868	237.0	48.0	13.0	—	Atlantic and Gulf ¶.....Georgia.	20	14	16	206	5,784,189	*	50,000	—	3,691,200	1,981,581	170,130	—	285.0	—	43,640	—	—	—	—	50	—
May 31, 1867	94.9	—	7.7	—	Atlantic and North Carolina ¶. N.Carolina.	9	6	2	62	—	—	—	—	—	—	—	—	94.9	.....	—	—	603,059	155,975	—	100	79½
Dec. 31, 1868	149.0	1.5	25.0	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	45	17	7	541	7,654,197	*	—	—	2,494,900	3,483,992	—	—	150.5	.....	—	—	1,026,488	95,979	4	100	....
Sept. 30, 1868	15.5	—	0.5	—	Avon, Geneseo and Mount Morris ..N. Y.	2	3	1	4	198,094	17,715	1,489	5,832	194,225	20,000	214	8,668	—	20,032	40,624	3,651	1,080,749	206,554	4	100	....
Sept. 30, 1869	379.6	8.0	329.0	—	Baltimore and Ohio ¶.....Md. & W. Va.	315	149	136	5,153	24,186,268	5,026,461	16,199,943	711,871	16,267,862	8,751,750	734,255	20,361,676	379.6	6,640,721	.....	.....	29,391	12,598	4	100	....
Sept. 30, 1869	30.0	—	....	—	Washington Branch ¶.....Maryland.	—	—	—	—	1,650,000	—	377,661	.....	1,650,000	20,000	—	357,661	30.0	418,895	.....	.....	415,924	277,508	10	100	139½
Sept. 30, 1869	103.5	—	....	—	Parkersburg Branch.....W. Virginia.	—	—	—	—	—	—	—	—	—	—	—	—	103.5	691,644	.....	.....	536,033	L158,572	—	100	25
Dec. 31, 1868	40.0	—	5.0	195.0	*Bay de Noquet and Marquette*....Michigan.	9	2	1	541	800,000	295,397	957,940	29,891	1,500,000	250,000	262,235	50,993	45.0	131,811	56,342	314,803	—	—	—	100	....
Dec. 31, 1868	67.0	—	8.0	—	Belvidere Delaware.....New Jersey.	21	20	6	720	3,914,896	*	.....	.....	996,150	2,244,500	824,293	—	67.0	301,303	284,116	326,244	631,858	191,895	—	100	....
Jun. 30, 1868	54.0	—	5.5	—	Bennington and Rutland.....Vermont.	4	3	3	40	1,125,000	*	.....	.....	332,000	700,000	.....	—	59.5	—	41,362	37,758	125,440	131,045	—	100	....
Nov. 30, 1869	21.2	—	1.9	—	Berkshire.....Massachusetts.	—	—	—	80	500,000	100,000	.....	.....	600,000	—	—	600,000	—	—	—	—	—	—	—	100	....
Sept. 30, 1868	15.6	—	5.4	—	Blossburg and Corning.....New York.	—	—	—	—	582,346	—	—	—	250,000	—	—	—	—	(Leased	to Fall Brook Coal	Co.)	—	42,000	7	100	82
Nov. 30, 1869	200.6	49.6	319.9	—	Boston and Albany.... Mass. & N. York.	159	114	37	2,762	17,719,195	2,597,837	—	—	16,411,600	2,873,020	1,235,000	1,752,774	269.6	3,203,392	95,678,232	158,579,177	6,796,056	2,918,129	7	100	—
Nov. 30, 1869	42.9	....	6.7	—	Boston, Clinton and Fitchburg.....Mass.	8	12	6	132	1,073,622	274,636	—	34,607	872,600	648,000	104.954	31,651	42.9	145,239	3,203,639	1,998,561	218,787	35,024	10	100	150
Mar. 31, 1868	93.5	—	6.7	—	Boston, Concord and Montreal.....N. H.	15	12	8	223	2,850,000	*	366,916	96,454	1,800,000	1,050,000	42,011	421,359	114.3	.....	7,340,040	3,471,360	486,675	150,949	—	100	62
Nov. 30, 1869	297.7	—	24.3	....	Bos., Hart. and Erie ¶. M.,R.I.,Ct. & N.Y.	48	84	27	528	28,148,405	628,603	21,373,900	12,800	25,000,000	21,200,000	7,349,164	—	97.5	460 741	14,038,169	6,015,251	640,007	175,725	—	100	5½
Nov. 30, 1869	26.8	1.9	45.0	—	Boston and Lowell.....Mass.	29	35	17	533	2,469,955	183,345	67,229	526,457	2,195,000	275,000	104,674	593,468	61.0	525,362	18,587,217	12,330,812	1,071,881	247,195	8	100	75
Nov. 30, 1869	74.4	8.5	56.7	—	Boston and Maine.....Mass., N. H. & Me.	45	75	23	1,026	4,379,295	716,719	273,629	102,051	4,471,274	—	217,437	1,000,420	146 1	992,000	51,245,678	16,163,410	1,871,339	549,949	10	100	135
Nov. 30, 1869	57.5	7.7	52.0	—	Boston and Providence.....Mass. & R. I.	32	50	12	312	3,152,600	207,400	464,989	176,145	3,360,000	—	—	410,615	63.9	510,444	29,963,489	13,621,748	1,280,361	403,681	10	100	150
Sept. 30, 1868	26.0	—	2.0	....	Buff., Bradford and Pittsb..Penn. & N. Y.	—	—	—	—	2,866,000	—	—	—	2,268,000	580,000	—	—	—	—	—	—	—	—	—	100	144½
Oct. 31, 1868	42.3	—	1.0	—	Buff., Corry and Pittsb.... N. Y. & Penn.	6	5	2	23	1,431.460	*	.....	.....	428,717	700,000	376,234	—	43.2	26,326	69,088	94,196	223,040	59,559	—	100	....
Sept. 30, 1868	88.0	—	40.0	—	Buffalo and Erie.....New York.	42	22	15	946	6,718,800	*	.....	.....	6,000,000	3,700,000	.....	.....	88.0	879,051	450,949	762,914	2,222,805	514,068	9	100	....
Dec. 31, 1868	161.2	2.1	8.7	—	Buffalo and Lake Huron.....Canada.	—	—	—	—	8,000,780	*	.....	.....	.....	.....	.....	.....	—	—	—	—	171,645	.....	—	100	....
Sept. 30, 1868	142.0	—	13.0	—	Buffalo, New York and Erie..New York.	28	32	9	428	3,396,088	*	.....	.....	.....	.....	.....	.....	—	—	—	—	—	—	—	100	....
Sept. 30, 1868	16.0	—	1.0	101.0	Buffalo and Washington ...Penn. & N. Y.	2	1	1	16	485,350	*	—	—	950,000	2,389,000	—	—	—	—	—	—	—	—	7	100	....
Dec. 31, 1868	—	—	—	330.0	Burl., Cedar Rapids and Minnesota. Iowa.	—	—	—	—	—	—	—	—	428,473	—	49,900	.....	11.0	9,096	25,508	11,677	21,987	.....	—	100	....
Dec. 31, 1868	180.0	—	....	100.0	*Burlington and Missouri River*.....Iowa.	18	12	7	506	3,675,000	*	.....	.....	.....	.....	.....	.....	—	—	—	—	.....	.....	—	100	....
Dec. 31, 1868	61.2	31.1	100.0	—	Camden and Amboy.....New Jersey.	128	193	40	1,090	11,221,696	*	8,775,984	.....	1,516,455	2,158,545	.....	—	180.0	.....	.....	.....	841,653	411,226	—	100	85½
Dec. 31, 1868	60.2	—	4.1	—	Camden and Atlantic.....New Jersey.	9	36	4	88	2,062,102	*	—	—	9,999,969	9,865,645	.....	728,431	165.0	.....	.....	.....	7,830,525	2,527,438	10	100	119½
Dec. 31, 1868	23.0	7.1	2.3	—	Camden and Burlington Co..New Jersey.	—	—	—	—	710,962	—	—	—	1,109,406	990,000	75,179	—	60.2	.....	.....	.....	325,041	134,345	—	100	15
Nov. 30, 1869	64.8	1.0	3.0	—	Cape Cod.....Mass.	8	15	2	67	1,277,469	123,864	64,258	28,051	331,525	335,000	44,437	—	—	—	—	—	34,940	34,940	3	100	—
Dec. 31, 1868	41.2	—	....	—	Cape May and Millville.....New Jersey.	3	12	—	—	701,034	*	—	—	801,906	125,000	78,489	8,214	65.8	118,012	4,786,714	1,418,821	250,517	97,729	84	100	70½
Oct. 31, 1868	20.0	4.0	6.0	—	Catasauqua and Fogelsville.....Penn.	6	3	2	418	708,322	*	21,600	—	447,000	.....	—	—	—	(Leased	to West Jersey.)	—	—	—	6	50	88
Oct. 31, 1868	65.0	2.5	5.0	—	Catawissa.....Penn.	21	9	4	485	3,774,000	*	—	—	402,875	—	271,233	55,214	24.0	86,388	10,924	234,975	125,059	98,562	6	25	—
Sept. 30, 1868	34.6	—	....	—	Cayuga and Susquehanna.....New York.	—	—	—	—	589,110	—	—	—	3,359,500	371,000	—	—	67.5	257,968	—	356,554	540,543	141,001	5	50	28
Dec. 31, 1868	44.0	—	....	37.0	Cedar Falls and Minnesota.....Iowa.	—	—	—	—	3,402,000	—	—	—	7,545,000	—	—	—	—	(Leased	to Dela., L. and W.)	—	54,000	54,000	9	100	....
Dec. 31, 1868	271.6	—	....	—	*Cedar Rapids and Missouri River*...Iowa.	—	—	—	—	11,131,000	—	—	—	1,701,000	1,701,000	—	—	—	(Leased	to Illinois Central.)	—	—	—	—	100	....
Nov. 30 1868	190.6	—	25.8	—	Central of Georgia.....Georgia.	49	34	41	638	4,472,000	*	859,922	416,392	4,666,800	786,000	45,829	176,351	—	(Leased	to Chic. and N. W.)	—	419,848	419,848	—	100	—
Dec. 31, 18	64.0	10.0	76.0	—	Central of New Jersey.....New Jersey.	107	104	15	1,698	18,034,675	*	*	.....	15,000,000	3,034,675	.....	—	282.0	—	95,006	.....	2,008,721	724,656	12	100	122
Jun. 30, 186	137.1	—	23.2	—	Central Ohio.....Ohio.	44	20	25	1,253	5,511,209	*	.....	.....	3,000,000	2,500,000	11,209	—	89.0	.....	.....	.....	3,729,412	1,350,220	10	100	109½
Dec. 31, 186	695.0	—	....	52.0	Central Pacific.....California.	108	11	10	1,694	60,000,000	*	.....	1,992,150	8,000,000	54,034,000	.....	—	137.1	.....	229,560	204,630	1,025,545	Loss.	6	100	24½
Dec. 31, 186	100.0	—	....	—	Central Br., Union Pacific R.R....Kansas.	...	...	...	...	4,800,000	*	.....	.....	.....	3,200,000	.....	—	200.0	.....	.....	.....	2,300,767	1,457,601	—	100	....
Sept 30, 186	103.5	—	....	—	Charleston and Savannah...S. Car. & Ga.	10	9	4	80	1,505,000	*	.....	.....	.....	.....	.....	—	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 186	109.6	—	8.9	—	Charlotte and S. Carolina....N. C. & S. C.	13	9	7	99	2,000,000	*	103,000	15,340	1,000,000	.....	505,000	220,445	60.7	.....	7,800	.....	47,068	Loss.	—	100	....
Sept. 30 186	17.4	—	12.5	—	Chemung.....New York.	—	—	—	—	400,000	*	—	—	1,500,000	334,000	128,750	55,590	109.6	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1867	40.0	—	....	—	Cheraw and Darlington.....S. Carolina.	...	...	...	...	—	—	—	—	380,000	—	—	—	—	(Leased	to Erie.)	—	30,000	30,000	6	100	....
Nov. 30, 1869	53.6	—	13.0	—	Cheshire.....New Hampshire.	24	18	7	364	2,367,041	322,260	157,000	269,089	391,222	261,600	.....	—	40.0	.....	.....	.....	61,013	14,145	—	100	....
Oct. 31, 1868	21.5	—	1.5	—	Chester Valley.....Pennsylvania.	—	—	—	—	1,371,900	—	—	—	2,085,925	791,500	.....	109,496	53.6	495,525	4,733,511	15 801,755	713,5.6	51,338	5	100	....
Dec. 31 1868	243.0	—	29.8	—	Chicago and Alton.....Illinois.	97	42	20	1,938	11,433,523	*	1,002,962	603,449	7,567,200	3,902,000	586,067	984,667	431.0	2,137,581	.....	.....	.....	.....	—	50	64
Apr 30, 1869	370.0	60.0	200.0	—	Chicago, Burlington and Quincy..Illinois.	135	49	38	2,943	15,745,050	3,850 219	1,989,710	414.155	13,825,025	4,794,250	1,842,836	1,537,013	442.0	3,185,680	45,470,104	146,499,422	4,508,643	1,987,896	10	100	116½
Dec 31, 1868	73.0	—	....	30.0	Chicago, Cincinnati and Louisville ...Ind.	7	4	3	93	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	73.0	.....	.....	.....	6,812,809	3,145,287	10	100	155
Dec 31, 1868	81.3	—	....	—	Chicago, Iowa and Nebraska.....Iowa.	—	—	—	—	4,859,900	—	—	—	3,916,300	942,600	—	—	—	(Leased	to Chic. and N. W.)	—	631,782	631,782	10	100	125½
May 31, 1869	803.1	—	166.8	—	Chicago and N. West'n. Ill., Wis. & Mich.	255	155	109	5,511	48,753,801	*	2 017,578	.....	31,249,259	17,290,400	317,065	1,914,655	1,156.0	.....	.....	.....	13,941,343	4,881,189	10	100	82½
Mar. 31, 1869	498.0	50.0	62.7	—	Chicago, Rock Island & Pacific. Ill. & Iowa.	107	49	23	2,508	22,444,242	*	81,551	1,990,016	14,000,000	8,801,000	177,565	1,597,244	526.0	2,515,073	627,595	806,788	5,231,980	2,708,049	10	100	119½
May 31, 1869	—	—	—	26.0	Chillicothe and Brunswick	—	—	—	—	—	—	—	—	500,000	500,000	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1867	Lessees of San & Cin.				Cincinnati, Dayton and Eastern.....Ohio					620,000	*	.....	.....	155,000	465,000	—	70,456	191.0	431,581	.....	.....	679,999	157,123	13s	100	90
Mar. 31, 1868	60.1	—	61.4	—	Cincinnati, Hamilton and Dayton...Ohio.	34	30	16	437	5,284,817	*	830,456	401,078	3,500,000	2,004,000	214,385	408,847	60.1	598,654	672,834	497,466	1,332,894	519,975	8	100	75
Dec. 31, 1868	20.5	6.7	4.3	—	Cincinnati and Indiana.....Ohio & Ind.	—	—	—	—	2,500,000	—	—	—	500,000	2,000,000	—	—	—	(Leased	to Ind., Cin. and Laf.	—	—	25,000	10	100	....
Dec. 31, 1868	13.0	—	0.5	—	Cin., Lexington and E. Tennessee.....Ky.	—	—	—	—	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	to Kentucky Central.)	—	—	—	—	100	....
un. 30, 1868	98.0	25.0	3.4	—	Cin. and Indianapolis Junction..O. & Ind.	14	12	5	180	5,624,084	*	.....	.....	3,003,450	2,250,000	370,634	—	113.0	.....	.....	.....	.....	58	—	100	....
Dec. 31, 1868	40.0	—	2.6	—	Cincinnati and Martinsville.....Indiana.	—	—	—	—	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	to Ind., Cin. and Laf.	—	54,000	54,000	—	100	....
Mar. 31, 1868	42.0	—	2.6	—	Cin., Richmond and Chicago. Ohio & Ind.	—	—	—	—	818,233	120,458	700	9,973	374,100	560,000	15,258	—	42.0	.....	.....	.....	183,305	29,896	—	100	....
Jun. 30, 1868	132.1	—	9 0	—	Cincinnati and Zanesville.....Ohio.	15	11	6	259	2,969,361	*	.....	.....	1,569,361	1,300,000	.....	.....	132.1	253,046	107,571	93,877	353,954	17,675	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. &c.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
un. 30, 1868	37.0	—	2.0	116.0	3	2	1	25	Lake Erie and Louisville ....Ohio & Ind.	1,000,000	*	700,000	.....	1,211,700	500.000	9,000	—	37.0	29,000	22,757	.....	46,085	1,076	—	100	....
Jun. 30, 1868	95.5	—	55.0	—	84	68	31	2,063	Lake Shore (C. P. & A.)...Pa. and Ohio.	4,008,536	986,337	.....	.....	8,947,650	2,500,000	.....	.....	252.1	2,400,864	.....	.....	5,003,618	1,819,046	7	100	....
Jun. 30, 1868	470.8	141.3	126.6	—	185	162	53	3,635	Lake Shore and Michigan Southern.....	O.	M. I. &	Ill.(Lake	Shore	& Mich.	Southern	consolid	ated.)	619.3	.....	.....	.....	.....	.....	109	98½
Oct. 31, 1868	105.0	48.0	16.0	—	53	13	8	3,133	Lehigh and Susquehanna...Pennsylvania.	10,875,097	2,695,500		(See Le	high Coa	l and Na	vigation	.)	153.0	918,774	.....	.....	1,027,418	325.468	—	50	....
Nov. 30, 1868	101.0	198.5	183.2	—	117	22	11	4,970	Lehigh Valley.....Pennsylvania.	13,348,779	4,193,059	.....	.....	16,058,150	3,328,500	963,620	.....	199.5	1,748,791	11,132,673	28,412,576	4,270,650	1,769,356	10	50	114
Nov. 30, 1869	6.6	—	0.6	—	2	5	2	10	Lexington and Arlington..Massachusetts.	230,758	32,950	750	.....	241,200	—	42,600	—	6.6	25,980	880,705	33,823	42,109	4,277	—	100	....
Dec. 31, 1868	12.0	0.8	....	—	2	2	—	137	Lexington and Big Sandy .....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	12.8	.....	.....	.....	.....	.....	.....	.....	.....
Jun. 30, 1869	29.0	—	2.7	—					Lexington and Frankfort.....Kentucky.	654,265	*	25,007	3,045	514,766	25,000	113,591	29,006	—	(Operat	ed by Lou	isv. Cinc.	and Lex.)	28,439	6	100	62
Jun. 30, 1868	84.2	—	46.0	—					Little Miami.....Ohio.	3,775,757	.....	.....	.....	3,572,400	1,589,000	.....	.....		(Op	erated by	L. M. and	Col. & X	enia.)	8	100	....
Jun. 30, 1868	15.3	—	1.4	—	45	40	24	723	Little Miami and Col. & Xenia (Joint).O.	412,580	951,515	.....	.....	.....	.....	.....	.....	196.2	.....	29,979,605	.....	1,898,814	157,324	—	—	....
Oct. 31, 1868	28.3	3.0	16.6	—					Little Schuylkill .....Pennsylvania.	1,466,283	.....	.....	.....	2,646,100	807,500	.....	.....	—	(Leased	to Phila. a	nd Read.)	.....	.....	4	50	86
Dec. 31, 1868	9.0	—	....	—	2	10	—	—	Long Branch and Sea-Shore.New Jersey.	182,680	.....	.....	.....	223,440	.....	.....	.....	9.0	.....	.....	.....	55,463	13,371	—	100	....
Sept. 30, 1868	94.6	25.0	10.5	—	25	41	9	247	Long Island.....New York.	4,694,503	401,311	.....	.....	3,000,000	825,000	75,000	.....	123.0	420,176	18,592,514	9,557,800	683,330	11,706	—	50	52½
Jun. 30, 1869	9.4	81.0	9.2	—	26	22	14	473	Louisville, Cincinnati and Lexington.Ky.	4,576,896	*	72,825	33,540	848,315	2,628,000	1,051,519	155,517	175.0	315,181	6,706,055	4,381,111	563,872	162,756	9	100	....
Jun. 30, 1869	65.0	—	6.5	—					Louisville and Frankfort.....Kentucky.	1,532,645	*	85,420	4,080	1,109,594	262,519	8,776	241,255	—	(Leas	ed by Lou	isv., Cinc.	and Lex.)	74,079	6	100	62
Jun. 30, 1868	185.0	163.2	33.7	25.8	66	45	23	745	Louisville and Nashville...Ky. and Tenn.	11,771,844	*	1,499,372	721,050	3,238,597	3,269,140	407,711	1,996.818	561.3	923,471	21,410,247	29,321,009	2,228,609	919,094	6	100	70½
Nov. 30, 1869	12.4	—	2.3	—	2	3	1	20	Lowell and Lawrence.....Massachusetts.	332,883	30,275	.....	3,6.5	200,000	67,700	1,523	2,152	—	.....	.....	.....	.....	21,786	6	100	....
Oct. 31, 1868	21.0	—	6.0	—	3	—	3	—	Lykens Valley.....Pennsylvania.	600,000	*	.....	.....	600,000	.....	.....	.....	—	(Leased	to Summi	t Branch.)	.....	63,380	10	50	....
Dec. 31, 1868	50.0	—	....	124.0	6	3	—	53	Macon and Brunswick ¶.....Georgia.	864.710	196,641	.....	.....	1,315,597	275,000	.....	.....	50.0	.....	.....	(11 mos.)	94,046	288	—	100	....
Nov. 30, 1867	102.5	—	10.0	—	17	8	8	208	Macon and Western.....Georgia.	1,500,000	*	98,501	103,016	1,500,000	—	46,726	154,791	102.5	264,015	.....	.....	484,374	150,219	11	100	135
Dec. 31, 1868	—	—	—	300.0					*McGregor and Sioux City*.....Iowa.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	(In p	rogress 66	miles.)	.....	—	100	....
Jun. 30, 1868	34.2	—	7.0	—					McMinnville and Manchester.¶.Tennessee.	825,000	.....	.....	.....	.....	851,360	138 055	.....	—	.....	(In ha	nds of rec	eiver.)	.....	—	100	....
Oct. 31, 1868	12.5	25.1	38.9	—					Mahanoy and Broad Mountain.....Penn.	2,088,244	.....	.....	.....	1,874,465	250,000	180,000	.....	—	(Leased	to Phila. a	nd Readin	g.)	.....	—	50	....
Dec. 31, 1868	109.8	—	8.2	26.0	14	21	7	273	Maine Central ¶.....Maine.	4,121,694	*	156,475	59,457	1,611,500	2,432,080	16,099	277,956	109.8	214,512	.....	.....	544,950	213,444	—	100	30
Mar. 31, 1868	22.4	—	....	—	...	...	...	....	Manchester and Lawrence..N. H. & Mass	1,000,000	*	.....	.....	1,000,000	—	—	46,599	26.0	.....	.....	.....	142,796	102,550	10	100	134½
Mar. 31, 1868	19.0	—	....	—					Manchester and North Weare..N. Hamp.	600,000	.....	.....	.....	200,000	.....	.....	.....	—	(Ow	ned by Co	ncord.)	.....	.....	—	100	....
Dec. 31, 1868	190.8	86.0	22.0	—	52	21	13	645	Marietta and Cincinnati.....Ohio.	19,578,894	*	913,753	932,323	14,620,866	6,324,342	479,761	—	284.3	1,190,600	.....	.....	1,288,097	170,470	—	50	....
Dec. 31, 1868	32.0	—	....	22.0	...	...	...	....	Maryland and Delaware ¶...Md. and Del.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Operat	ed by con	tractors.)	.....	.....	—	100	....
Jun. 30, 1868	272.0	19.0	24.2	—	55	24	23	606	Memphis and Charles.Tenn., Miss. & Ala.	7,661,618	*	1,636,709	578,030	5,312,725	3,888,530	330,286	344,806	328.0	751,942	.....	.....	1,174,914	344,806	—	100	50
Jun. 30, 1868	82.6	—	6.1	—					Memphis, Clarkesv. and Louisv. ¶..Tenn.	3,037,069	.....	.....	.....	.....	2,275,356	310,329	.....	—	(Oper. b	y L. & N.	4½ mos.)	79,422	Loss.	—	100	....
Jun. 30, 1868	130.6	—	8.3	—					Memphis and Ohio ¶.....Tennessee.	3,500,000	(Oper.	by L. &	Nashv.)	1,074,289	2,925,710	463,538	.....	130.6	313 574	.....	.....	514.376	64,343	—	100	....
May 31, 1869	284.8	—	39.1	—	100	85	27	1,809	Michigan Central.....Mich., Ind. & Ill.	15,951,936	*	847,814	351,871	11,197,348	5,153,489	752	800,034	329.3	2,394,934	.....	.....	4,716,293	1,681,848	10	100	125
Feb. 28, 1869	468.4	48.6	70.6	—	101	94	22	1,576	Mich. South. and North. Ind.O., M., I. & I	17,840,227	3,058,607	587,027	627,192	12,125,600	8,876,580	247,141	863,732	595.5	2,667,191	65,165,897	126,931,971	5,024,108	2,046,036	8	100	....
Sept 30, 1868	13.0	—	1.0	—					Middletown, Union and Water Gap.N.Y.	344,870	.....	.....	.....	108,502	212,300	38,886	.....	—	(Oper.	by Erie 5	mos.)	11,263	461	—	100	....
Dec. 31, 1868	6.6	—	....	—					Millstone and New Brunswick.N. Jersey.	109,918	.....	.....	.....	95,750	—	14,168	.....	6.6	.....	.....	.....	14,660	3,547	—	100	....
Dec. 31, 1869	196.0	740.0	....	—	124	73	41	2,229	Milwaukee and St. Paul .....Wisconsin.	35,370,772	*	.....	.....	17,409,372	17,132,500	.....	.....	936.0	.....	.....	.....	7,250,668	3,020,786	14s	100	66
Oct. 31, 1868	24.5	58.8	52.3	—	33	—	—	98	Mine Hill and Schuylkill Haven....Penn.	3,775,000	*	.....	.....	3,775,000	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	—	302,048	8	50	107
Dec. 31, 1868	33.0	10.0	1.0	—	4	3	2	40	Mineral Point.....Wisconsin.	1,250,000	*	.....	.....	1,200,000	320,000	—	—	43.0	.....	.....	.....	102,119	—	—	100	....
Aug. 31, 1868	236.0	—	13.0	—	26	17	9	257	Mississ. Cent. and Tenn. ¶..Miss. & Tenn.	6,796,319	778,381	.....	.....	2,944,756	4,550,980	—	—	236.0	367,976	.....	.....	729,355	114,348	—	100	9
Sept. 30, 1868	99.2	—	4.7	—	14	10	4	93	Mississippi and Tennessee ¶.Miss. & Tenn.	2,011,197	185,833	240,857	—	825,407	2,005,800	505,792	150,334	99.2	172,210	.....	.....	293,171	116,844	—	100	....
May 31, 1868	63.5	—	4.0	164.5	6	4	2	67	*Mobile and Girard*.....Alabama.	1,620,978	*	.....	.....	1,220,034	417,500	15,590	—	63.5	.....	.....	.....	149.876	39,606	—	100	....
Dec. 31, 1868	472.0	14.5	....	—	71	32	10	945	*Mobile and Ohio*...Ala., Miss., Tenn. & Ky.	17,150,167	*	213,392	13,469	4,332,634	8,165,239	1,164,706	5,510,665	486.5	1,070,496	.....	.....	1,850,601	600,049	—	100	....
Jan. 31, 1868	22.0	—	1.3	58.0	3	2	—	24	Montgomery and Eufala.....Alabama.	641,785	73,990	6,633	44,459	384,738	129,000	236,828	15,301	22.0	.....	.....	(9 mos.)	17,921	15,302	—	100	....
Feb. 29, 1868	88.5	28.4	....	97.2	21	13	8	163	Montgomery and West Point ....Alabama.	2,444,766	350,667	288,652	33,477	1,644,224	1,183,900	289,438	—	116.9	172,918	.....	.....	411,714	143,722	—	100	32
Dec. 31, 1868	84.0	5.0	63.7	—	55	62	11	1,509	Morris and Essex .....New Jersey.	9,576,875	*	.....	.....	4,823,500	8,500,500	1,076.375	.....	89.0	.....	.....	.....	1,539,009	382,410	7	100	93½
Nov. 30, 1869	14.6	—	3 0	—	13	15	8	240	Nashua and Lowell....N. Hamp. & Mass.	624,300	113,406	.....	89,375	720,000	—	15,000	89,375	28.7	236,052	8,350,778	5,539,930	472,574	93,814	10	100	140½
Jun. 30, 1868	151.0	22.0	10.0	—	51	18	4	548	Nashville and Chattanooga ¶..Tennessee.	3,828,580	*	.....	.....	1,976,434	1,964,000	.....	.....	173.0	.....	.....	.....	960,489	283,015	—	100	....
Sept. 30, 1868	120.0	12.5	8.0	—	23	9	4	172	Nashville and Decatur ¶...Tenn. and Ala.	3,612,351	437,283	1,603,962	12,363	1,501,244	3,217,301	712,158	230,254	132.5	322,136	.....	.....	444,162	125,023	—	100	....
Dec. 31, 1868	172.5	—	4.7	—	20	4	2	193	Nashville and Northwestern¶.Tenn. & Ky.	4,600, 55	*	.....	.....	1,157,736	3,464.050	.....	.....	—	(Operat	ed by Loui	sville & N	ashville.)	.....	—	100	....
Dec. 31, 1868	57.0	....	8.4	—	10	11	4	215	Naugatuck .....Connecticut.	2,026,700	*	87,238	—	1,818,900	166,000	30,270	242,152	57.0	.....	.....	.....	512,313	171,453	4	100	117½
Nov. 30, 1869	20.1	1.6	1.4	—	6	12	7	91	New Bedford and Taunton.....Mass.	452,982	47,018	6,095	8,996	500,000	172,500	—	119,163	21.7	74,993	3,408,946	770,715	204,930	56,206	8	100	104
Dec. 31, 1868	88.0	30.0	12.1	—	9	8	8	184	New Brunswick and Canada ¶ .N. Bruns.	2,500,000	*	.....	.....	.....	927,000	.....	.....	118.0	825,488	933,063	4,334,936	103,348	40,232	—	100	....
Oct. 31, 1868	14.9	—	2.6	—					Newcastle and Beaver Valley.....Penn.	421,007	4,000	.....	.....	266,667	154,500	3,000	.....	—	(Leased	to Pbg F.	Wayne &	Chicago.)	—	12	100	....
Oct. 31, 1868	6.0	—	....	—					Newcastle and Frenchtown....Delaware.	680,824	*	68,642	—	744,520	—	—	—	6.0	(Owned	& oper. b	y Phil., W	. and B.)	13,294	—	50	....
Nov. 30, 1869	83.9	16.2	6.0	—	14	15	5	195	New Haven and Northamp.Conn. & Mass.	3,399,577	*	.....	.....	1,500,000	1,000,000	259,431	.....	98.0	141,306	2,428,898	3,122,943	245,796	88,995	—	100	....
Dec. 31, 1868	33.9	....	—	—	37	70	15	231	New Jersey.....New Jersey.	7,341,278	*	.....	.....	6,250 000	850,000	.....	.....	47.5	(In	cluded in	United Co	mpanies)	.....	10	100	121
Nov. 30, 1869	100.0	—	10.0	—	15	13	8	219	New London Northern..Conn. and Mass.	1,486.023	*	23,641	5,500	1,003,500	651,500	37,500	.....	100.0	321,738	5,741,442	6,008,886	419,620	80,210	4	100	....
Nov. 30, 1868	206.0	—	....	—	25	26	6	463	N. Orleans, Jack. and Gt. North.¶.L. & M.	7,912,607	*	.....	.....	4,742,158	3,897,000	.....	.....	206.0	.....	.....	.....	1,242,660	539,493	—	100	5½
Dec. 31, 1868	62.0	—	....	—	5	4	—	31	New Orleans and Ohio.....Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	62.0	.....	.....	.....	.....	.....	.....	.....	.....
Dec 31, 1868	80.2	2.8	9.6	238.0	10	9	2	137	*N. Orleans, Opelousas & Gt. Western* ¶..La.	.....	.....	.....	.....	4,093,425	1,882,600	642,107	—	80.2	137,698	2,999,132	.....	378,198	118,326	—	100	46
Sept. 30, 1868	297.7	296.0	455.4	—	292	297	95	5,468	New York Central .....New York.	36,607,697	*	8,402,473	2,926,844	28,780,000	11,458,904	1,067,193	6,030,913	692.2	6,212,439	201,629,512	366,199,679	14,381,303	5,143,140	8	100	....
Sept. 30, 1868	8.0	—	1.0	—	3	8	3	1	New York and Flushing.....	245,000	*	.....	.....	120,000	125,000	.....	.....	8.0	52,224	3,963,000	.....	114,558	.....	—	100	....
Sept. 30, 1868	5.1	—	....	34.7	...	...	...	....	N. Y., Housatonic & North.N.Y. & Conn.	248,304	*	.....	.....	197,800	—	53,952	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	130.7	2.1	45.5	—	41	81	40	723	New York and Harlem.....New York.	11,395,195	1,702,855	.....	.....	7,000,000	5,086,325	34,500	.....	132.9	746,220	29,632,027	15,852,537	2,756,232	983,545	8	100	145
Mar. 31, 1869	62.3	—	63.8	—	37	88	24	450	New York and New Haven.N.Y. & Conn.	6,143,480	900,000	1,087,117	114,677	6,000,000	1,061,500	300,246	883,528	62.2	838,173	69,247,430	6,736,230	2,163,875	840,929	10	100	152
Sept. 30, 1868	—	—	—	24.0					New York and Oswego Midland....N.Y.	.....	.....	.....	.....	454,309	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Aug. 31, 1868	62.0	13.0	....	—	16	17	5	128	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	518,650	.....	2,000,000	600,000	.....	.....	62.0	.....	.....	.....	463,464	361,017	—	100	87
Sept. 30, 1868	98.5	—	3.7	—					Niagara Bridge and Canandaigua.N. York.	1,000,000	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Centr	al.)	60,000	6	100	....
Sept. 30, 1868	81.0	4.0	....	—	7	13	2	71	Norfolk and Petersburg ¶.....Virginia.	2,399,180	*	.....	.....	1,798,800	599,091	217,863	.....	81.0	159,745	1,070,085	4,906,461	240,628	61,130	—	100	80
May 31 1868	223.0	8.9	....	—	24	18	13	315	North Carolina ¶.....North Carolina.	4,950,606	*	294,611	67 653	4,000,000	433,000	147.045	732,835	—	.....	.....	.....	533.859	25,323	—	100	...
Feb. 28 1869	102.0	—	....	—	12	12	5	110	North-Eastern ¶ .....South Carolina.	2,148,131	*	26,175	23,701	1,053,950	845,000	276,937	23,120	102.0	.....	.....	.....	254,164	108,725	—	100	....

Dec. 31, 1868	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La				(In progress.)																	
Dec. 31, 1868	233.3	147.8	....	—	50	20	11	732	North Missouri ¶	Missouri.	17,750,000	*			7,500,000	10,000,000	250,000	—	422.8						—	100	....			
Oct. 31, 1868	55.3	12.0	22.5	—	26	27	15	540	North Pennsylvania	Pennsylvania.	5,895,759	799,232	721,132		3,150,000	3,463,839			67.3	421,267			1,296,961	301,779			85				
Dec. 31, 1868	94.3	2.5	17.6	—	18	19	10	419	Northern	Canada.									96.8		4,788,284	13,598,080	1,015,394	388,240	5a	50	78				
Dec. 31, 1869	138.0	4.0	101.3	—	130	67	38	5,461	Northern Central ¶	Md. and Penn.	10,566,586	2,989,134	1,384,068	368,849	5,000,000	7,005,500	1,976,051	957,638	330.0	3,369,326			561,370	128,943	—	100	....			
Mar. 31, 1868	69.0	13.0	....	—	24	16	8	468	Northern New Hampshire	New Hamp.	3,068,400	*	200,701	383,362	3,068,400	125,908	146,259	311,904	82.0	371,630	5,688,452	15,270,340	4,303,783	983,763	6	50	86			
Sept 30, 1868	21.3	—	4.5	—	6	17	6	32	Northern New Jersey	N. J. and N. Y.	524,226	*			159,400	400,000	47,373		35.3	129,710	5,306,825	541,215	625,318	219,285	8	100	116½			
Nov. 30, 1869	59.4	7.0	12.0	—	21	22	—	542	Norwich and Worcester ¶	Conn. & Mass.	2,463,938	149,711	850,598	213,074	2,363,700	754,000	49,920	241,530	66.4	413,172	7,312,851	11,065,863	279,360	89,692	—	100	....			
Jun. 30, 1868	113.0	32.0	14.0	—	91	21	5	293	Nova Scotia ¶	Nova Scotia.	6,435,167	*		(Owned	by Nova	Scotia.)			145.0	279,621			741,607	171,957	8	100	106½			
Sept. 30, 1868	118.4	4.0	18.0	—	31	16	7	82	Ogdensburg and Lake Champlain	N. Y.	5,399,872	1,400,963			4,417 500	938,100	83,148		122.0	496,536	5,029,543	29,565,222	253,994							
Dec. 31, 1868	340.0	—	....	—	79	39	22	1,078	Ohio and Mississippi	Ohio, Ind. & Ill.	27,846,336	*			23,354,125	4,964,000			340.0		30,256,534		898,981	301,742	4	100	89½			
Oct. 31, 1868	96.0	3.5	18.5	—	28	13	4	293	Oil Creek and Allegheny River	Penn.	6,742,065	807,721			4,259,450	3,170,000		173,897	101.5	248,880			2,964,041	663,427	—	100	39½			
Nov. 31, 1869	130.5	12.2	43.9	—	38	70	15	395	Old Colony and Newport	Massachusetts.	7,203,195	656,816	202,500	137,310	4,943,420	2,971,000	61,000	294,109	142.7	909,847	41,484,089	10,810,178	1,197,090	653,185	—	50	86			
Sept. 30, 1868	259.8	9.9	9.0	—	27	15	11	281	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	620,000	1,596,145	82,187	2,104,057	3,940,187	976,444	—	291.7	431,570	9,455,121	8,003,342	1,552,525	538,138	6	100	99½			
Dec. 31, 1868	5.0	4.0	....	—	....	....	....	....	Orange and Newark	New Jersey.	618,549	63,889		13,612	289,550	380,000	26,500		9.0				287,728	279,957	—	100	72			
Sept. 30, 1868	28.6	—	3.2	—	....	....	....	....	Oswego and Rome	New York.	925,799	*			147,327	24,479	—	100	....			
Sept. 30, 1868	36.3	—	41.1	—	6	10	4	63	Oswego and Syracuse	New York.	1,256,568	142,186			222,987	717,000	2,387						111,196	56,811	—	100	....			
Feb. 29, 1868	283.0	—	....	—	52	48	26	705	*Pacific* ¶	Missouri.	11,646,888	2,260,241		33,598	3,340,024	7,550,375		1,560,756	482,400	573,500	4,000	55,341	269,031	91,161	8	100	....			
Dec. 31, 1868	47.6	—	....	—	15	23	—	131	Panama	New Granada.	5,000,000				7,000,000	1,192,000			36.3	106,764	4,002,893	2,350,471	3,086,592	1,064,338	—	100	....			
Dec. 31, 1868	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	630,000				630,000				285.0	1,594,535					—	100	....			
Dec. 31, 1868	12.0	—	....	—	—	—	—	—	Paterson and Newark	New Jersey.	10,000,000				5,000,000	500,000			47.6						24	100	142			
Dec. 31, 1868	15.1	—	....	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				284,500	85,000				(Leased	to Erie.)									
Dec. 31, 1868	22.0	—	....	—	—	—	—	—	Pemberton and Hightstown	Penn.	533,786				339,650	160,000				(Leased	to Erie)			53,400	8	100	....			
Dec. 31, 1868	330.0	36.5	486.6	—	434	325	—	6,885	Pennsylvania	Pennsylvania.	25,284,683	4,476,850	15,309,956	9,072,256	27,040,762	21,266,132	3,361,368	2,475,483	929.7	8,693,328	133,174,706	70,830,225	17,233,497	5,372,513	—	100	....			
Oct. 31, 1868	47.0	15.9	53.0	—	23	4	—	1,050	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,172,500		3,200,000	597,500	375,000		47.0						6	50	113			
Dec. 31, 1868	46.0	—	....	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000				(Leased	to Chic. R.	I. and Pac	ific.)	125,000	20	50	225			
Jun. 30, 1869	86.0	—	....	....	7	7	6	100	Peoria, Pekin and Jacksonville	Illinois.	2,000,000	*			1,000,000	1,000,000									8	100	....			
Dec. 31, 1868	61.0	21.3	4.7	—	12	9	5	90	Petersburg ¶	Virginia.	1,550,337	*			1,323,200	67,926	154,299	—	82.3				212,892	93,883	—	100	....			
Oct. 31, 1868	39.0	—	....	51.0	4	4	2	63	Philadelphia and Balt. Cent.	Penn. & Md.	1,336,551	*			218,000	800,000	212,500	—	39.0	87,111			156,746	19,424	—	50	....			
Oct. 31, 1868	287.5	—	75.9	—	95	42	18	1,346	Philadelphia and Erie ¶	Pennsylvania.	19,350,998	*			6,004,200	13,000,000	328,633	—	287.5				2,804,250		—	50	60¼			
Oct. 31, 1868	17.1	3.1	20.2	—	22	44	7	144	Phila., Germantown and Norristown	Pa.	1,139,079	352,380			1,587,700	63,950			24.3	342,775			642,639	295,901	10	50	162			
Nov. 30, 1868	93.0	54.0	275.7	—	268	84	35	8,315	Philadelphia and Reading	Pennsylvania.	11,601,421	3,765,774	5,310,519	2,525,128	26,301,352	7,030,220		1,921,976	806.7	4,500,135			8,791,937	3,150,837	10	50	105¾			
Oct. 31, 1868	26.5	—	32.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,379,164		329,063		1,259,120				26.5				995.196	290,585	10	100	118			
Oct. 31, 1868	100.0	3.8	106.4	—	59	91	42	951	Philadelphia, Wilm. and Baltimore	Penn.	10,311,197	*	1,903,408	844,099	9,084,300	2,935,000	514,390	1,101,105	103.8	897,200			2,393,897	905,891	8	50	112			
Jun. 30, 1868	193.0	7.5	20.0	—	72	31	15	781	Phg, Cin. & St. Louis	Pa. & W. Va. Ohio.	13,758,000	*			5,000,000	4,008,000	4,750,000	—	222.5	1,568,097			2,338,531	646,465	—	50	....			
Oct. 31, 1868	58.4	1.1	17.4	90.6	14	13	4	76	Pittsburg and Connellsville ¶	Penn.	4,103,728	*			1,794,592	5,500,000	77,592	919,106	72.2	358,738	4,481,033	12,592,663	508,626	181,065	—	50	....			
Dec. 31, 1868	468.3	—	131.5	—	204	120	54	2,881	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	23,400,985	*	2,209,316	1,278,774	11,500,000	12,562,000	878,342	1,945,733	468.3	5,420,499	87,864,643	307,443,978	8,041,181	3,039,070	10	100	....			
Nov. 30, 1869	18.7	—	1.4	—	—	—	—	—	Pittsfield and North Adams	Mass.	432,431	11,247			450,000									27,450	6	100	85½			
Sept. 30, 1868	23.0	—	....	—	3	2	1	30	Plattsburg and Montreal	New York.			(In hands of R	eceiver.)					23.0	34,971			60,642	5,313	—	100	....			
Dec. 31, 1868	63.0	9.0	7.0	—	17	20	12	220	Portland and Kennebec	Maine.	2,000,000	*			783,500	1,232,760	4,510		109.0	373,501	7,127,219		605,543	214,214	6	100	....			
May 31, 1868	51.3	—	5.5	—	16	4	—	156	Portland, Saco and Portsmouth	Maine.	1,360,184	*	445,282	100,923	1,500,000	—	399,709	6,680	51.3	258,977			518,592	130,420	6	100	112			
Mar. 31, 1868	50.0	—	....	—	—	—	—	—	Portsmouth and Concord	N. Hampshire.	350,000				350,000					(Leased	to Concor	d.)		24,500	7	100	....			
Mar. 31, 1868	26.0	—	....	—	—	—	—	—	Portsmouth, Gt. Falls and Conway	N. H.	370,000				170,000	200,000				(Leased	to Eastern	.)	77,755	24,737	—	100	....			
Nov. 30, 1868	14.5	—	....	—	3	5	2	25	Providence, Warren and Bristol	R. I. & M.	485,813	*			437,917	150,000			14.5	50,896			112,572	21,541	—	100	....			
Nov. 30, 1869	43.4	1.0	12.0	—	21	24	5	812	Providence and Worcester	R. I. & Mass.	1,558,297	475,576		49,772	2,000,000	—	55,000	28,544	47.3	408,165	12,258,435	12,300,450	793,301	205,118	8	100	138½			
Dec. 31, 1868	97.0	—	....	—	....	....	....	....	Raleigh and Gaston ¶	North Carolina.															—	100	....			
Dec. 31, 1868	73.8	8.5	....	—	....	....	....	....	Raritan and Delaware Bay	New Jersey.	4,098,592	*			2,630,700	1,524,800	1,226,390	—	92.3				254,899	30,667	—	100	....			
Oct. 31, 1868	40.0	8.0	2.0	—	8	7	1	37	Reading and Columbia	Pennsylvania.	1,914,482	219,883	11,791		505,848	1,000,000				159,744			178,456	26,995	—	50	....			
Sept. 30, 1868	175.0	—	12.0	—	33	48	17	544	Rensselaer and Saratoga	N. Y. & Vt.	4,732,884	811,575			3,000,000	1,500,000			175.0	555,727	15,355,890	28,253,882	1,514,870	506,010	6¼	100	93			
Sept. 30, 1868	140.5	1.5	11.3	—	24	18	6	261	Richmond and Danville ¶	Virginia.	9,929,000	*		81,308	4,000,000	2,719,000	288,439	—	190.2	284,520	4,086,393	6,123,789	574,020	219,091	—	100	....			
Sept. 30, 1868	75.5	—	5.0	—	12	10	14	72	Richmond, Frederick and Potomac ¶	Va.	2,297,932	*	126,236	5,628	1,320,576	580,776	38,034	490,409	75.5	181,552	4,044,544	657,882	296,726	101,742	—	100	....			
Sept. 30, 1868	22.1	2.7	....	—	6	10	5	131	Richmond and Petersburg ¶	Virginia.	978,073	*		46,313	847,100	319,000	25,288	22,589	46.2	81,172	1,154,190	1,027,073	146,985	58,72-	—	100	....			
Sept. 30, 1868	38.3	—	....	—	....	....	....	....	Richmond and York River	Virginia.	6,250,000	*			650,000	600,000					(Not in o	peration.)			—	100	....			
Sept. 30, 1868	22.0	—	....	31.0	....	....	....	....	Roanoke Valley	Va. & N. Carolina.	482,612	*			427,402				22.0						—	100	....			
Dec. 31, 1868	12.0	—	....	78.0	....	....	....	....	Rock Island and Peoria	Illinois.					1,080,000	1,384,000			12.0		(Under c	onstructio	n.)		—	100	....			
Dec. 31, 1868	141.1	48.5	20.8	—	35	28	13	592	Rome, Watertown and Ogdensburg	N. Y.	4,362,526	*	376,096	101,016	2,500,000	2,000,000	10,183	642,054	218.2				1,208,941	429,856	10	100	113			
Dec. 31, 1868	119.0	—	....	—	39	31	12	739	Rutland	Vermont.	6,500,000								166.3	694,409	4,069,421	11,712,202	993,239		—	100	20			
Dec. 31, 1868	175.0	—	....	—	....	....	....	....	St. Joseph and Council Bluffs	Missouri.	4,150,000	*			2,100,000	2,050.000					(About $5	0,000 a mo	nth.)		—	100	72½			
Dec. 31, 1868	132.0	34.0	....	—	....	....	....	....	St. Louis, Alton and Terre Haute	Illinois.	10,700,000	*			4,340,000	6,700,000			132.0		(Leased to	Ind. & St.	Louis.)	517,941	—	100	35			
Dec. 31, 1868	195.0	15.0	15.0	—	32	10	3	207	*St. Louis and Iron Mountain* ¶	Missouri.	14,000,000				10,000,000	4,000,000			120.6				612,000	171,000	—	100	45½			
Dec. 31, 1868	151.0	—	....	—	....	....	....	....	St. Louis, Jacksonville and Chicago	Ill.						2,725,000				(Leased	to Chi. &	Alton.)	240,000		—	100	....			
Dec. 31, 1868	63 7	8.2	....	—	....	....	....	....	St. Louis and St Joseph	Mo.					2,000,000	1,000,030					(Under co	nstruction	.)		—	100	....			
Dec. 31, 1868	68.9	—	....	—	95	—	—	—	St. Louis, Vandalia & Terre Haute	Ill.											(Undar co	nstruction	.)		—	100	....			
May 31, 1868	80.0	—	....	—	7	7	3	50	*St. Paul and Pacific* (1st Div.)	Minnesota.	3,500,000	*				2,020,000			80.0				209,534	87,404	—	100	....			
Dec. 31, 1868	86.0	—	....	200 0	7	4	5	111	St. Paul and Sioux City	Minn.	2,342,129	*	99,044	14,200	1,993,075	100,000	233,656	5,791	86.0	142,341	1,791,700		232,950	100,415	—	100	....			
Nov. 30, 1867	16.0	—	....	—	—	—	—	—	Salem	New Jersey.	278,328	*			180,550	100,000				(Leased	to West J	ersey.)		16,533	6	50	....			
Nov. 30, 1869	16.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	386,425	82,542		1,590	243,305	226,900	353	91						17,500	1¼	100	....			
Dec. 31, 1868	116.3	—	10.0	—	10	11	4	199	Sandusky, Mansfield and Newark	Ohio.	3,050,235	*			900,235	2,150,000	50,000	—	116.3	240,299			416,916	106,062	—	100	....			
Oct. 31, 1868	54.0	—	7.0	—	7	1	3	95	Schuylkill and Susquehanna	Penn.	1,299,846	*			1,269,150	97,000	148,578	—	54.0	152,360			167,518	344	—	50	....			
Oct. 31, 1868	9.2	20.7	3.2	—	—	—	—	—	Schuylkill Valley	Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leased	to Phila. a	nd Readin	g.)	—	5	50	—	—	—
Dec. 31, 1868	80.0	—	7.1	—	13	5	4	127	Seaboard and Roanoke	Va. & N. Carolina.						290,000									—	100	....			
Feb. 29, 1868	81.3	—	6.3	—	13	8	2	117	Selma and Meridian	Alabama.	2,163,564	*			999,050	796,830			119.3				312,577	12,909	—	100	....			
May 31, 1868	195 0	—	....	40.0	20	8	4	148	*Selma, Rome and Dalton*	Ala. & Georgia.					2,481,062	1,079,100			160.0				218,441		—	100	....			
Oct. 31, 1868	28.0	—	6.0	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,450				869,450	700,000			28.0	178,705			277,763	83,511	5	50	....			
Dec. 31, 1868	43.0	—	2.1	—	4	3	2	46	Sheboygan and Fond du Lac	Wisconsin.	985,000	*			743,100	264,000	121,900	—	25.0		265,000	155,000	32,260	11,145	—	100	....			
Dec. 31, 1868	20.0	—	....	—	—	—	—	—	Shelby and Rush	Indiana.	187,663	—	—	—	100,000	37,800	—	—	20.0	(Operat	ed by Jeff.	Mad. and	Louisvill	e.)	—	100	....			
May 31, 186-	50.0	—	2.5	—	10	15	8	35	Shore Line	Connecticut.	691,200	*			636,200	55,000			50.0	167,376			289,288	68,334	—	100	....			
Dec. 31, 1868	101 7	6·5	—	—	10	4	4	96	*Sioux City and Pacific*	Iowa.					1,330,000	3,200,009			75.0				127,000		—	100	....			
Dec. 31, 1868	63.0	9.0	7.0	—	17	30	12	220	Somerset and Kennebec	Maine.	2,020,770	*			783,500	1,232,760	4,510	—	109.0	373,510	7,127,219		605,543	214,124	—	100	....			
Dec. 31, 1868	16.0	—	....	—	—	—	—	—	South Branch	New Jersey.	438,300	—	—	—	438,300	—	—	—	—	(Leased	to Central	of New J	ersey.)	—	6	100	—	—	—
Dec. 31, 1868	137.0	106.0	21.9	—	43	22	18	360	South Carolina ¶	South Carolina.	7,567,414	*		1,026,406	5,819,275	3,860,741	514,388	1,295,967	243.0	756,431			1,294,962	590,706	—	100	....			
Jun. 30, 1869	—	—	—	183.0	—	—	—	—	South and North Alabama	Ala.					900,000						(In progres	s.)			—	100	....			
Nov. 30, 1869	11.5	—	1.9	—	3	12	2	8	South Shore	Massachusetts.	462,167	39,426		9,566	259,683	150,000	7,944	21,	11.5	49,204	1,222,256	60,911	67,962	9,513	—	100	....			
Sept. 30, 1868	55.0	0.8	2.0	4.0	8	17	3	41	South Side (L. I.)	New York.	1,409,926	*			484,000	750,000	150,000				(Not in fu	ll operatio	n.)		—	100	....			
Sept. 30, 1868	123 0	6.5	12.0	—	15	7	4	173	South Side (Petersb'g & Lynchb'g) ¶	Va.	3,796,159	*	36,379	57,876	1,365,600	1,708,900	475,160	9,401	132.5	255,714	1,944,588	8,666,425	389,360	63,560	—	100	....			
Sept. 30, 1868	—	—	—	98.0	—	—	—	—	Southern Central	New York.					880,000				(Und	er const	ruction.)				—	100	....			
Dec. 31 1868	50.0	—	....	23.5	9	4	2	119	Southern Minnesota	Minnesota.	1,500,000	*											250,000		—	100	....			
ec. 31, 1868	91.0	—	....	236.0	....	....	....	....	*Southwest Pacific* ¶	Missouri.									91.0						—	100	....			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
July 31, 1868	107 5	100.0	6.5	—	26	20		320	Southwestern.....Georgia.	3,719,813	*	208,792	227,634	3,210,000	430,000	386,015	130,224	207.5	333,302	.....	.....	920,544	342,739	8	100	104
Dec. 31, 1868	68.0	—	....	—	2	4	2	25	Spartanburg and Union ¶.South Carolina.	.....	.....	.....	.....	.....	.....	.....	.....	68.0	.....	.....	.....	.....	.....	.....	100	....
Sept. 30, 1868	13.0	—	0.6	—	3	6	—	6	Staten Island .....New York.	356,301	*	598,699	.....	660,000	200,000	65,000	.....	13.0	52,797	2,798,824	.....	277,622	103,680	7½	100	....
Sept. 30, 1868	7.6	—	1.0	—	2	1	—	142	Sterling Mountain.....New York.	501,122	*	.....	.....	800,000	350,000	.....	.....	7.6	11,925	8,702	486,794	47,908	29,709	7	100	....
Nov. 30, 1869	21.9	—	1.3	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	444,600	4,100	.....	.....	448,700	.....	.....	.....	.....	.....	.....	.....	.....	31,409	7	100	....
Nov. 30, 1869	13.2	—	0.9	—	—	—	—	—	Stony Brook.....Massachusetts.	267,384	.....	.....	.....	267,300	.....	.....	697	—	.....	.....	.....	.....	21,176	6	100	....
Oct. 31, 1868	—	—	—	22.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1868	12.0	—	12.0	—	...	...	...	....	Sussex.....New Jersey.	474,400	*	.....	.....	274,400	200,000	.....	.....	12.0	28,000	.....	.....	67,705	25,942	5	100	....
Sept. 30, 1868	81.0	—	8.0	—	12	14	3	199	Syracuse, Binghamton and N. York.N.Y.	3,468,115	*	.....	.....	1,470,130	1,720,000	.....	.....	81.0	342,155	6,214,467	24,308,327	559,627	211,737	—	100	....
Sept. 30, 1868	—	—	—	50.0	—	—	—	—	Syracuse & Chenango Valley.New York.	.....	.....	(Will for	m a part	of the	Rondout	and Os	wego Li	ne.)	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1869	11.1	0.6	1.2	—	4	8	5	100	Taunton Branch.....Massachusetts.	308 056	39,727	25,006	45,818	250 700	.....	21,181	33,414	11.1	64,100	2,262,375	839,342	229,868	23,184	8	100	104½
Dec. 31, 1868	—	—	—	165.0	—	—	—	—	Tennessee and Pacific ¶.....Tennessee.	.....	.....	3,274,000	.....	654,000	2,620,000	.....	.....	—	.....	.....	.....	.....	.....	—	50	....
Nov. 30, 1868	73.0	—	25.0	—	28	21	10	639	Terre Haute and Indianapolis....Indiana.	1,990,705	*	677,235	425,977	1,988,150	.....	148,488	957,278	73.0	459,274	.....	.....	1,180,386	552,665	12	100	90
Oct. 31, 1868	30.6	—	5.4	—	10	4	1	295	Tioga .....Pennsylvania.	832,602	285,827	.....	.....	576,400	250,000	.....	.....	34.6	169,516	.....	.....	337,060	165,960	—	50	....
Dec. 31, 1868	230.0	—	....	—	50	13	6	623	Toledo, Peoria and Warsaw.....Illinois.	9,100,000	*	.....	.....	5,700,000	3,400,000	.....	.....	111.0	.....	.....	.....	750,625	199,917	—	100	....
Dec. 31, 1868	489.0	5.0	48.9	105.9	105	47	22	2,120	Toledo, Wabash and Western..O. I. & Ill.	19,550,000	*	3,601,740	108,077	6,700,000	16,045,000	83,820	430,997	516.0	1,133,321	.....	.....	4,013,207	1,123,588	—	100	55½
Sept. 30, 1868	34.9	—	7.2	—	13	13	6	222	Troy and Boston.....New York.	1,923,732	362,249	.....	.....	607,111	1,575,000	443,289	.....	49.9	178,342	4,703,755	5,152,044	517,000	244,944	—	100	....
Sept. 30, 1868	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	.....	.....	.....	274,400	.....	.....	.....	—	(Leased	to Hudso	n River.)	.....	.....	7	100	....
Nov. 30, 1868	30.0	—	1.4	15.0	—	—	—	—	Troy and Greenfield ¶.....Massachusetts.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas	ed to Vt.	& Mass.,	R. R.)	32,000	—	100	....
Oct. 31, 1868	57.5	8.8	8.5	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	.....	.....	.....	510,000	.....	.....	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....
Dec. 31, 1868	900.0	—	....	....	175	58	25	2,810	*Union Pacific*.....Nebraska, &c.	90,000,000	*	.....	.....	20,000,000	70,000,000	.....	.....	700.0	.....	.....	.....	5,066,650	.....	—	100	43
Dec. 31, 1868	100.0	—	....	....	—	—	—	—	*Union Pacific* (Central Branch) ..Kansas.	4,800,000	*	.....	.....	1,690,000	3,200,000	.....	.....	100.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	405.0	33.0	....	....	29	21	10	782	*Union Pacific* (Eastern Division).Kansas.	.....	*	.....	.....	.....	.....	.....	.....	405.0	766,201	6,752,750	20,251,545	1,910,162	563,668	—	100	....
Sept. 30, 1868	59.0	—	2.9	27.2	7	7	2	57	Utica and Black River.....New York.	1,800,000	*	.....	.....	1,670,100	83,000	.....	.....	59.0	53,635	2,098,999	727,563	170,273	49,538	4	100	....
Sept. 30, 1868	43.0	—	5.0	39.0	4	5	2	60	Utica, Chenango and Susq. Valley..N. Y.	1,154,089	*	.....	.....	1,351,594	.....	.....	.....	43.0	28,660	1,413,955	283,550	90,396	35,734	—	100	....
May 31, 1868	47.0	18.5	5.7	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	.....	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Centra	l.)	.....	8	100	101½
May 31, 1868	117.0	2.0	25.0	—	65	42	16	1,154	Vermont Central.....Vermont.	10,500,000	*	.....	.....	5,000,000	5,500,000	.....	.....	184.5	1,208,309	14,520,100	47,067,328	1,788,406	513,306	—	var	....
Nov. 30, 1869	69.0	8.0	5.5	—	15	16	9	219	Vermont and Massachusetts .Mass. & Vt.	3,258,600	207,343	75,862	70,082	2,860,000	724,500	111,646	.....	107.0	266,607	5,603,057	3,889,481	567,568	loss.	2	100	63
May 31, 1869	23.7	—	....	—	4	—	—	—	Vermont Valley .....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	to Rutlan	d.)	.....	.....	—	100	....
Feb. 28, 1868	140.0	—	....	—	19	10	5	132	*Vicksburg and Meridian* .....Mississippi.	3,049,268	*	175,540	205,698	357,408	1,997,693	882 533	392,872	140.0	.....	.....	.....	488,407	122,367	—	100	....
Sept. 30, 1867	188.6	—	....	—	26	13	11	184	Virginia Central ¶ .....Virginia.	5,540,788	541,814	33,759	147,308	3,353,679	1,919,550	372,297	618,143	205.4	300,405	4,936.004	5,225,008	554,511	107,648	—	100	....
Sept. 30, 1868	204.0	9.5	7.5	—	...	...	...	....	Virginia and Tennessee ¶ .....Virginia.	7,570,627	*	.....	.....	3,506,300	2,452,852	461,649	.....	113.5	.....	7,261,382	15,554 017	863.212	75,075	—	100	....
Dec. 31, 1868	18.3	—	....	—	—	—	—	—	Warren.....New Jersey.	2,059,050	*	.....	.....	1,547,650	511,400	.....	.....	18.3	(Leased	to Del. La	c.&W'tn.)	410,371	156,526	7	100	87½
Sept. 30, 1868	10.3	—	....	—	—	—	—	—	Warwick Valley .....New York.	172,577	*	.....	.....	99,000	85,000	.....	.....	10.3	20,760	289,515	.....	56,455	21,417	8	100	....
Dec. 31, 1868	7.0	—	....	—	—	—	—	—	Washington, Alex. & Georget.D. C. & Va.	.....	.....	(In ha	nds of r	eceiver.)	.....	.....	.....	7.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	...	...	...	....	Washington County.....Maryland.	.....	.....	.....	.....	.....	.....	.....	.....	23 0	(Opened	Nov. 20, 1	867.)	.....	.....	—	100	....
Oct. 31, 1868	26.4	—	4.5	—	10	17	4	51	West Chester and Philadelphia.....Penn.	1,408,267	191,365	186,075	30,547	684,046	959,600	175,911	.....	35.4	199,550	8,344,441	1,880,650	356,247	150,716	—	50	....
Sept. 30, 1868	138.0	—	9.5	—	52	15	10	575	Western and Atlantic...Georgia & Tenn.	5,000,000	.....	(Built by	State of	Georgia.)	.....	.....	.....	138.0	.....	.....	.....	943,607	266,320	—	.....	....
Dec. 31, 1868	43.0	—	....	—	4	2	—	63	Western (Coal) ¶ .....North Carolina.	1,025,016	*	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	45.0	—	3.0	—	5	5	3	67	Western Maryland ¶.....Maryland.	1,850,000	.....	.....	.....	750,000	1,200,000	.....	.....	45.0	.....	.....	.....	.....	.....	—	100	10
Dec. 31, 1868	43.0	—	2.7	—	4	2	...	63	Western North Carolina..North Carolina.	1,025,016	.....	.....	.....	1,942,000	.....	.....	.....	43.0	.....	.....	.....	42,834	6,820	—	100	....
Dec. 31, 1868	63.7	—	12.5	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,049,057	*	.....	.....	1,283,600	1,800,000	374,381	.....	63.7	(Leased	to Pennsy	lvania.)	.....	.....	—	50	80
Dec. 31, 1868	181.0	—	9.1	—	27	16	12	401	Western Union...Wisconsin and Illinois.	6,627,526	849,898	364,219	.....	3,267,693	4,000,000	1,596,447	.....	181.0	439,405	.....	.....	758,785	149,149	—	100	....
Dec. 31, 1868	59.7	—	3.9	—	17	42	—	236	West Jersey.....New Jersey.	1,840,304	*	620,770	.....	1,208,750	1,400,000	.....	.....	116.9	.....	12,497,271	2,626,929	537,378	252,544	10	50	126
Dec. 31, 1868	32.0	—	....	121.0	...	...	...	....	West Wisconsin .....West Wisconsin.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	28.0	—	....	63.0	1	...	...	4	Whitehall and Plattsburg ¶...New York.	.....	.....	(Und	er const	ruction.)	.....	.....	.....	—	.....	(Not	in operati	on.)	.....	—	100	....
Dec. 31, 1868	20.8	—	....	6 5	—	—	—	—	White Mountains.....New Hampshire.	200,000	.....	.....	.....	200,000	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1868	23.0	—	....	—	1	4	1	14	Wicomico and Pokomoke .....Maryland.	320,000	100,000	.....	100,000	160,000	150,000	1,000	.....	—	(Oper. b	y Boston,	Concord a	nd Mont	real.)	6	100	....
Aug. 31, 1863	142.0	—	....	—	8	4	2	112	Wilmington, Charlotte & Rutherford.N.C.	2,791,302	*	1,334,480	39,269	1,195,000	2,000,000	749,297	223,154	117.0	103,000	.....	.....	.....	.....	—	100	....
Sept. 30, 1868	171.0	—	15.0	—	14	13	8	140	Wilm. and Manchester..N. Car. & S. Car.	3,411,758	*	754,996	123,653	1,147,018	1,550,740	403,385	850,881	171.0	.....	.....	.....	456,892	207,744	—	100	....
Sept. 30, 1868	162.0	19.0	9.5	—	21	15	11	267	Wilmington and Weldon ¶...N. Carolina.	3,061,431	*	341,131	33,027	1,463,775	1,474,665	160,296	336,854	181.0	.....	.....	.....	596,169	.....	—	100	....
Nov 30, 1867	15.5	—	....	—	—	—	—	—	Wilton.....New Hampshire.	233,000	.....	.....	.....	213,000	.....	.....	.....	—	(Leased	to Nashua	and Lowe	ll.)	13,845	6½	100	....
Dec. 31, 1868	38.1	—	....	—	...	...	...	....	Winchester and Alabama ¶...Tennessee	950,000	*	.....	.....	.....	1,160,782	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Nov 30, 1869	45.7	—	11.8	—	13	11	5	261	Worcester and Nashua ...N. Hampshire.	1,488,277	169,623	15,250	156,600	1,270,400	.....	81,132	678,218	45.7	303,434	5,287,044	7,835,998	538.021	150,961	9	100	130½
Dec. 31 1868	13.0	—	1.0	—	—	—	—	—	Wrightsville, York and Gettysburg. Penn.	395,535	.....	.....	.....	317,050	52,000	24,333	.....	13.0	24,542	.....	.....	43,788	7,266	—	100	....

CANALS, &c.

May 31, 1868	13.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,320,736	—	—	—	1,983,563	2,089,400	—	—	13.6	—	—	—	445,950	362,488	—	50	80
Sept 30, 1868	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	.....	—	25	....
Oct. 31, 1868	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,000	—	—	—	1,633,350	800,000	—	—	(Leas	ed to Le	high Nav.	Co.)	.....	.....	8	50	94
Oct. 31, 1868	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,888,184	—	—	.....	14,997,300	2,031,000	.....	.....	108.0	.....	.....	.....	.....	.....	14	100	124
Dec. 31, 1868	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,500,667	—	—	.....	4,999,969	(See Ca	m. & A	mb.R.R.)	—	—	—	—	912,108	586,547	—	100	....
Oct. 31, 1868	136.0	25.0	—	—	—	—	—	—	Erie Canal .....Pennsylvania.	.....	—	—	.....	64,000	813,511	—	.....	161.0	—	—	—	79,247	.....	—	50	....
Oct. 31, 1868	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	13,570,597	.....	8,739,800	14,004,387	.....	.....	108.0	—	—	—	603,067	397,785	—	50	67½
Feb. 29, 1868	102.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,362,221	—	11,426	57,235	2,200,000	1,049,260	120,553	61,090	102.0	—	—	—	450,135	162,972	—	100	30
Oct. 31, 1868	173.0	5.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,451,000	—	—	.....	2,750,000	701,000	.....	.....	178.0	—	—	—	258,300	30,107	—	50	44
Oct. 31, 1868	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,842,179	—	221,600	.....	4,797,185	7,762,720	536,411	.....	108.3	—	—	—	1,026,580	.....	—	50	13½
Oct. 31, 1868	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,685,267	—	.....	.....	2,002,746	2,628,310	149,296	.....	45.0	—	—	—	166,589	86,081	—	50	12
Oct. 31, 1868	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	87.6	—	—	—	60,830	5,307	—	50	....
Oct. 31, 1868	42.0	81.0	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,706,000	—	.....	.....	1,100,000	749,000	.....	.....	123.0	—	—	—	267,884	29,513	—	50	....
1868	64 0	—	—	—	—	—	—	—	Wyoming Valley Canal....Pennsylvania.	2,000,000	—	—	.....	800,000	600,000	.....	.....	—	—	—	—	124,895	39,961	8	50	60

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length equiv. single track.	Horses a'd Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.		100	100	....
Nov. 30, '68				Albany st. Freight (B'ton).Mass.		150,000						100	100	....
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	....
Dec. 31, '63	31.00	480	80	Baltimore City.....Md.								100	100	19
Sept. 30,'68	22.00	401	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,747,127	900,000	694,000	40,713	302,566	51,760		100	100	....
Nov. 30,'68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	....
Sept. 30,'68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	....
Sept. 30,'68	16.00	791	106	B'dway & 7th Av.(N.Y.C.)N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	....
Sept. 30,'68	8.00	10	30	Brooklyn, Bath & Coney I.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	....
Sept. 30,'68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	....
Sept. 30,'68	11.00	201	43	Brooklyn City & Newtown.N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	....
Sept. 30,'68	6.50	40	12	B'klyn, Prosp. P. & Flatb..N.Y.	434,600	254,600	300,000	1,487				100	100	....
Sept. 30,'68	4.28	4	30	B'klyn & Rockaway Beach.N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	....
Sept. 30,'68	15.21	197	53	Buffalo street.....N.Y.	318,909	56,300	186,000	109,500	99,734	17,427		50	50	....
Sept. 30,'68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508	72		100	100	....
Nov. 30,'68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94		89,058	9.0	100	100	101
Sept. 30,'68	1.76		39	Central City (Syracuse).....N.Y.	29,758	21,130	6,000		18,645	4,097		10	10	....
Sept. 30,'68	36.00	561	149	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	....
Dec. 31, '68	9.20			Cincinnati street.....O								100	100	....
Oct. 31, '68	7.25	200	37	Citizens'(10th&11th sts.)(Ph.)Pa.	179,635	192,750			227,369	95,876	32.1	50	19½	....
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	....
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	....
Sept. 30,'68	14.83	236	18	Coney Island (Brooklyn)..N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	....
Sept. 30,'68	22.89	792	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	....
Sept. 30,'68	3.50			Dunkirk and Fredonia .....N.Y.	42,605	34,815		2,448	8,721	3,443				....
Oct. 31, '68	1.63	10	3	Easton and S. Easton .....Pa.	24,275	26,000	500		10,444	3,732		25	25	....
Sept. 30,'68	18.00	872	160	Eighth Avenue (N.Y.City)N.Y.	1,455,161	1,000,000	203,000		804,791	190,391	12.0	100	100	....
Dec. 31, '68	8.00	52	9	Fairhaven and Westville..Conn.	152,917	150,000						100	100	....
Sept. 30,'68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	....
Sept. 30,'68	15.38	387	50	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,041 204	748,000	260,000		341,781	85,664	10.0	100	100	....
Oct. 31, '68	16.37	298	40	Frankford & Southwark(Ph.)Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	39
Sept. 30,'68	3.25	16	5	Genesee & Water st. (Syr.).N.Y.	54,200	42,500	9,000	400	8,653	159				....
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	28¼
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	33
Sept. 30,'68	5.50	92	15	Gr'd st. & Newtown (Bk'n)N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	....
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.).Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	39
Sept. 30,'68				Greenpoint & Wmbg.(Bkn)N.Y.										
Sept. 30,'68	10.00	122	23	Harlm.Br.,Morr. & F'dham.N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	....
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	60,120	41,995	9,350	2,063	9,272	Loss.		25	24	....
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield .Conn.	180,000	180,000						100	100	....
Oct. 31, '68	13.17	345	78	Hest., Mant. & F'mount (Ph.)Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	13½
Dec. 31, '68				Hoboken and Hudson City .N.J.										
Dec. 31, '68				Hoboken and Weehawken .N.J.										
Sept 30,'68	2.50	....	....	Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	....
Dec. 31, '68	10.47	....	....	Jersey City & Bergen Point.N.J.										
Sept 30,'68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	3½	100	100	....
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.).Pa.	165,627	90,000	62.500	10,560	70,353	9,702		25	9	....
Nov. 30,'68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	!29,240	3,411		100	100	....
Nov. 30,'68	12.50	201	32	Lynn and Boston .....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	20
Nov. 30,'68	3.60			Malden and Melrose (Btn). Mass.	60,246		52,600		24,472					....
Nov. 30,'68	1.00			Marginal Freight (Boston).Mass.	177,624	177,700						100	100	30½
Nov. 30,'68	3.08			Medford & Charlest. (Btn).Mass.	27,500	21,000	6,500			2,240		100	100	....
Nov. 30,'68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	30
Sept. 30,'68	6.00	58	13	Metropolitan (Brooklyn)...N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	....
Nov. 30,'68	42.86	791	156	Metropolitan (Boston) ....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	69
Nov. 30,'68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	73
Sept. 30,'68	12.20	180	52	Ninth Avenue (N. Y. City)N.Y.	468,322	797,320	167,000		95,848	595		100	100	....
Nov. 30,'68	3.39	17	4	Northampton & Wmburg.Mass.	300,000	300,000			13,884	562		100	100	....
Nov. 30,'68	2.16	6	2	North Woburn (Boston)..Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	....
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Pbg.).Pa.	105,457	59,500	17,000	43,094	49,929			50	50	....
Dec. 31, '68	17.5	167	28	Orange and Newark .....N.J.	682,438	289,550	380,000	26,500	147,327	24,479		50	50	....
Dec. 31, '68	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000						100	100	....
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) ...Pa.	110,907	104,028			16,003	Loss.	15.	100	100	....
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.).Pa.	446,265	225,000	200,000	21,265	250,557	45,270	20.	50	15	44
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4.	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry.Pa.	293,548	285,307	5,500		87,643	16,274	7.	50	25	23
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manchest.Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.s	50	31	....
Oct. 31, '68	5.20	80	12	Pittsburg and Birmingham..Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.3s	50	41	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809	7.	100	100	....
Nov. 30,'68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	....
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk(Ph.)Pa.	179,635	120,500	63,300		36,111	Loss.		50	25	12
Sept. 30,'68	10.50	96	22	Rochester and Brighton ...N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	....
Nov. 30,'68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	....
Oct. 31, '68	3.96			Schuylkill River (Phila.) ....Pa.	47,464	50,000						50	10	....
Sept. 30,'68	16.00	597	91	Second Avenue (N.Y. City)N.Y.	1,452,393	800,000	700,000	170,962	512,666	71,706		100	100	....
Oct. 31, '68	33.00	485	76	2d and 3d street (Phila.)....Pa.	628,843	573,387	109,300		524,611	177,857	11⅔	50	30	45
Oct. 31, '68	5.62	110	17	17th and 19th street (Phila.)..Pa.	116,918	130,000		37,408	79,754	11,569		50	13	....
Sept. 30,'68	8.37	657	74	Sixth Avenue (N.Y. City).N.Y.	1,786,977	750,000	250,000		625,341	140,808	10.	100	100	128
Nov. 30,'68	3.61			Somerville (Boston).....Mass.	75,000	75,000				4,500	6.	100	100	....
Nov. 30,'68	6.43	265	39	South Boston .....Mass.	401,030	400,000		12,047	209,164	20,976	9½	100	100	62½
Nov. 30,'68	2.50	13	4	Stoneham street (Boston)..Mass.	39,344	33,000		1,500	10,201	Loss.		100	100	....
Nov. 30,'68	6.74			Sub-Urban (Boston) .....Mass.	95,000	5,000						100	100	....
Sept. 30,'68	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000		14,381	4,781	4.	100	100	....
Sept. 30,'68	4.38	10	3	Syracuse and Onondaga ...N.Y.	31,000	31,000			7,884	2,199	5.	100	100	....
Oct. 31, '68	7.25	200	37	10th & 11th sts. Citizen's Ph.)Pa.	179,635	192,750			227,369	96,876	32.1	50	19½	68½
Sept. 30,'68	18.00	1422	187	Third Avenue (N. Y. City).N.Y.	2,745,277	1,17 ,000	1,500,000	5,000	1,257,476	274,584	12.	100	100	197½
Oct. 31, '68				13th and 15th streets (Phila.).Pa.										25
Sept. 30,'68	3.47	32	5	Troy and Albra .....N.Y.	72,463	44,700		13,978	16,844	Loss.		100	100	....
Sept. 30,'68	12.30	49	21	Troy and Lansingburg.....N.Y.	363,967	250,000	100,000	81,095	154,582	Loss.		100	100	....
Sept. 30,'68	4.50			Troy and Cohoes.....N.Y.	70,000	70,000						100	100	....
Nov. 30,'68		449	74	Union (Boston).....Mass.	311,879	200,000	30,200	132,265	373,102	Loss.		100	100	103
Sept. 30,'68	15.50	85	20	Utica, Clinton & Bingham.N.Y.	305,828	121,400	200,000	1,200	80,268	14,148		100	100	....
Sept. 30,'68	2.50	20	6	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	1,612	17,925	3,201	4	100	100	....
Sept. 30,'68	15.50	162	29	Watervliet (Albany) .....N.Y.	297,145	240,000	131,000	4,000	117,593	31 390	4	100	100	....
Dec. 31, '68	5.80			West Hoboken .....N.J.	100,000	40,000	60,000					100	100	....
Oct. 31, '68	13.50	380	70	West Philadelphia.....Pa.	571,055	375,000	100,000	15,000	321,374	43,748	10	50	50	65
Oct. 31, '68	4.38	14	4	Wilkesbarre and Kingston...Pa.	92,333	50,000		8,500	13,883	5,882		50	50	....
Oct. 31, '67	1.02	10	4	Williamsport .....Pa.	20,867	15,600	5,000	1,127	3,565	1,319		25	25	....
Nov. 30,'68	2.76			Winnisimmet (Boston)....Mass.	62,152	57,250			4,200	3,740	4	100	100	....
Nov. 30,'67	4.06	44		Worcester .....Mass.	89,573	75 800	72,000	26,000				100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn): 1st Mortgage.....	35,000	7	J.& J.	18—	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	18—	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn, Prosp. P.&Flatb.: 1st Mortgage.....	300,000	7	M&N	1878	....
Brooklyn & Rockaway B'ch: 1st Mortgage.....	45,000	7	J.& J.	18—	....
Buffalo street: 1st Mortgage.....	186,000	7	J.&D.	1881	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1883	92½
Central Park, N. & E.River: 1st Mortgage.....	626,000	7	J.& J.	1874	....
Citizens' (Pittsburg): 1st Mortgage.....	56,300	7	J.& J.	1870	....
Coney Island and Brooklyn: 1st Mortgage.....	218,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery: 1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	100,000	7	var.	var.	....
Frankford and Southwark: 1st Mortgage.....	200,000	7	J.& J.	1869	....
Germantown: 1st Mortgage.....	350,000	7	J.& J.	1874	....
Green and Coates (Phila.): 1st Mortgage.....	100,000	7	J.& J.	1870	85½
Grand st. and Newtown: 1st Mortgage.....	30,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	130,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	165,700	7	J.& J.	1874	....
Hudson Av. (Brooklyn): 1st Mortgage.....	74,000	7	M&N	1878	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.& J.	1873	75
Lynn and Boston: 1st Mortgage sinking fund	50,000	6	J.& J.	1886	74
Malden and Melrose: 1st Mortgage, guaranteed.	52,600	6	A.&O	1880	....
Metropolitan (Brooklyn): 1st Mortgage.....	191,900	7	J.& J.	1878	....
Middlesex (Boston 1st Mortgage sinking fund	98,500	6	J.&D.	1884	81
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	18—	....
Orange and Newark: 1st Mort. Broad street....	100,000	6	J.& J.	1881	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1880	....
2d Mort. O. & N. R. R...	100,000	6	J.& J.	1883	....
Philadelphia City: 1st Mortgage.....	200,000	6	J.& J.	1879	85
Philadelphia and Darby: 1st Mortgage.....	89,000	7	J.& J.	1875	....
Pittsb., Allegh'y & Manch.: 1st Mortgage.....	23,000	7	M&N	1878	....
Quincy: Plain bonds.....	66,424	6	var.	var.	....
Ridge Av. and Manayunk: 1st Mortgage.....	48,300	7	J.& J.	18—	....
1st Mortgage.....	15,000	6	J.& J.	18—	....
Salem and Danvers: 1st Mortgage.....	32,100	6	J.& J.	18—	....
Second Avenue (N. Y.): 1st Mortgage.....	700,000	7	J.&D.	1877	....
Second and Third st. (Ph.): 1st Mortgage.....	9,300	7	J.& J.	1868	....
2d Mortgage.....	100,000	7	J.& J.	1874	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes: 1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	va	r. var.	var.	....
Troy and Lansingburg: 1st Mortgage.....	100,000	7	A.&O	1872	....
Union (Boston): Real estate mortgages....	30,200	6	var.	var.	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1887	....
Watervliet: 1st Mortgage.....	131,000	7	J.& J.	1872	....
West Hoboken: 1st Mortgage.....	61,000	7	M&N	1878	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.& J.	1869	....
Worcester: 1st Mortgage.....	72,000	6	A.&O	1878	....

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	....
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	600,000	7	...	....
Catawissa,* pref. and guar.....	2,200,000	7	7	73½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	3½	....
Central Ohio, preferred.....	400,000	7	7	29
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,815	7	3	91½
Chicago and Alton, pref.....	2,425,400	7	10	116
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	18,159,097	7	10s	89¼
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	89½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	...
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	46
Hannibal and St. Joseph, pref.....	5,253,836	...	...	117
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	84½
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar..	300,000	8	8	....
Lackawanna and Bloomsburg, pref..	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,315	9	9	99
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	18½
" " 2d pref.....	4,051,744	6	...	8½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and P. du Chien, 1st pref.	.....	8	8	....
" " 2d pref.	.....	7	7	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	81⅜
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	144
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	107½
Ohio and Mississippi, pref.....	3,500,000	7	7	72½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	70
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	63⅜
Sandusky and Cincinnati, pref.....	445,596	6	6	34
Schuylkill Valley,* guar.....	576,050	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	....
" " " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	7	73
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	67½
Schuylkill Navigation, pref.....	2,888,997	6	6	34½
Union, preferred.....	.....	6	...	....
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	32½
Mariposa Mining, pref.....	5,774,400	7	7	15½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1	per ton.	33 — @ 36 —
Pig, American, No. 1		33 — @ 34 —
Pig, American, No. 2		31 — @ 32 —
Pig, American, Forge		29 — @ 30 —
Bar, Refined, English and American		— — @ 75 —
Bar, Swedes, assorted sizes	(gold).	85 — @ 97 50
		Store Prices.
Bar, Swedes, ordinary sizes		110 — @ — —
Bar, Refined		77 50 @ — —
Bar, Common		72 50 @ — —
Scroll		87 50 @115 —
Ovals and Half-round		95 — @110 —
Band		95 — @ — —
Horse Shoe		95 — @ — —
Rods, ⅜@3-16 inch		85 — @120 —
Hoop		105 — @145 —
Nail Rod	per lb.	— 7 @ — 7½
Sheet, Russia, as to No.'s	(gold)	— 10½@ — 11
Sheet, Single D. and T. Common		— 4½@ — 5½
Rails, English	(gold) per ton.	59 — @ 60 —
Rails, American, at Works in Penna.	c'y.	71 — @ 72 —
Anvils, (Eagle)	per lb currency.	— 8 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st qualty).	per lb.	— 15 @ — 18
English Spring (2d and 1st quality)		— 7 @ — 10
English Blister (2d and 1st quality)		— 10 @ — 17
English Machinery		— 11½@ — 14
English German (2d and 1st quality)		— 13 @ — 15
American Blister "Black Diamond"		— — @ — 12
American, Cast, Tool, do.		— — @ — 18
American, Spring, do.		— 9 @ — 12
American Machinery do.		— — @ — 12
American German do.		— 9 @ — 12

NAILS—Duty: Cut, 1½; Wrought, Horse Shoe, 2½ cents per lb. (Cash.)

Cut, 4d.@10d	per 100 lb	4 25 @ 4 37½
Clinch		5 75 @ 5 87½
Horse Shoe, Forged (No. 10 to 6)	per lb.	— 23 @ —29
Copper		— 36 @ — —

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca	(gold). per lb.	— 44 @ — —
Straits	(gold).	— 35½@ — 36
English	(gold).	— 35 @ — 35½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal.... per box.	8 37½@ 8 75	9 75 @ 10 50
I. C. Coke	7 — @ 7 75	8 25 @ 9 25
Coke Terne	6 — @ 6 25	7 25 @ 7 50
Charcoal Terne	7 50 @ 8 —	9 — @ 9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..	per gall.	— — @ — 15
Crude, 40 @ 47 gravity (in shipping order)		— 19½@ — 19½
Refined, prime L. S. to W. (110 @115 test)		— 26 @ — —
Refined, Standard White (in ship'g order).		— 27 @ — 27½
Refined, prime White (in shipping order).		— 28 @ — —
Refined, S. W. (in jobbing lots)		— 28½ @ — 29
Refined, S. W. (in tin)		— 33 @ — —
Naptha, Refined, (65 @ 73 gravity)		— 10 @ — —
Residuum	per bbl.	4 — @ — —

GLASS.—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window.

(Single Thick.) Sizes.	1st. A.	2d. B.	(Old List.) 3d. C.	4th. D.
6 by 8 to 7 by 9	$7 75	$7 00	$6 50	$6 00
8 by 10 to 10 by 15	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56	22 00	20 00	17 00	14 50
Above	25 00	25 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10 ....(4 qlts.)...	per 50 feet. 10 — @ 7 75
8 by 11 to 10 by 15....(4 qlts.)	10 50 @ 8 —
11 by 14 to 12 by 18....(4 qlts.)	12 — @ 9 25
14 by 16 to 16 by 24....(4 qlts.)	12 50 @ 9 75
18 by 22 to 18 by 30....(4 qlts.)	15 — @10 50
20 by 28 to 24 by 30....(4 qlts.)	18 50 @12 —
26 by 28 to 24 by 36....(4 qlts.)	19 50 @12 50
26 by 34 to 26 by 40....(3 qlts.)	21 50 @16 —
28 by 38 to 28 by 44....(3 qlts.)	22 — @16 50
28 by 46 to 30 by 48....(3 qlts.)	23 — @17 —
30 by 50 to 32 by 52....(3 qlts.)	24 50 @18 —
32 by 54 to 34 by 56....(3 qlts.)	26 50 @19 50
34 by 58 to 34 by 60....(3 qlts.)	30 — @22 —
36 by 60 to 40 by 60....(3 qlts.)	36 — @28 —

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Canton Co	....	69½	68	....	....	
Central Pacific 6s	93⅜	....	93½	....	....	
Central of N. Jersey	109	....	108½	108	108⅜	
Chicago & Alton	115	....	....	....	116	
" pref	....	115	....	....	116	
" 1 M	....	102½	....	....	....	
" S. F	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q	155	....	155	....	....	
" 8s, 1883	....	....	....	....	....	
Chi. & Gt. Eastern 1st m	....	....	....	....	....	
Chic. & Northwestern	81⅜	81½	81⅜	80⅜	82	....
" pref	89½	89½	89⅜	87½	89½	....
" 1st M	95½	....	95⅝	95⅜	....	
" S. F	....	....	....	98	....	
" Consol	....	....	....	90	....	
Chic., Rock Isl. & Pac	120½	120	119⅜	117	118⅜	119
Chicago & R. I. 7s, 1870	....	....	....	....	....	
Chi., R. I. & Pa. 7s, 1896	98½	....	....	98½	....	
Clev., Col., C. and Ind	79½	79	....	....	79½	
Clev. and Pittsburg	107½	106½	....	106½	107	108¼
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
" 4 M	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C	18⅜	....	18½	18½	....	
" 1 M	82½	....	83	82½	82½	82¼
" 2 M	....	....	....	62½	....	....
Cumberland Coal pref	....	....	....	....	....	....
Del. & Hudson Canal	121	....	....	123	....	124
Del. Lack. & Western	111½	111	111½	....	....	....
" 1 M. 7s	98	....	....	....	98½	....
" 2 M. 7s	....	....	....	....	....	....
Dubuque & Sioux City	104	....	103½	....	....	....
Erie Railway	23½	....	23½	....	22½	23½
" pref	....	....	....	....	....	47½
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	95½	....	....
" 3 M. 7s, 1883	88½	....	88½	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	79
Hannibal & St. Joseph	112½	112½	113½	112½	115	116½
" pref	111	111⅜	112½	112½	115	116¼
Hudson River	....	....	....	....	....	....
" 1 M. 7s, 1869	....	....	....	....	....	....
" 2 M. S. F	105½	....	....	....	....	105
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	130½	140	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	97⅛	96½	97½	95⅜	97⅜	97½
Lake Shore Div. bonds	94	94½	94½	....	95	....
Marietta & Cin. 1st pref	....	....	18½	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	124	123½	123⅞	123⅜	....	123½
" S. F. 8s, 1882	....	....	....	....	....	....
" conv. 8s, '69	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	99½	....	99½	....	....	....
" 2 M	....	....	....	95½	....	95
Mariposa Mining Co	....	....	....	....	....	....
" pref	17½	17	15½	....	15½	
" Tr. 10s ctfs	48½	....	....	....	....	....
Milw. and St. Paul	65⅜	64⅜	65⅜	64½	64⅞	65¼
" pref	80⅜	79⅜	80½	78⅝	79½	80⅞
" 1st mort	95	....	95	....	....	95½
" 2d mort	....	....	....	....	....	....
" 8s	100½	....	....	....	107	....
" 7 3-10s con	....	....	....	....	....	....
Missouri 6s	94½	94	94⅜	94⅜	94	
" H. & St. J. iss	....	....	....	....	94	94
Morris and Essex	93	....	93	92⅜	93½	93½
" 1st mort	....	100½	....	....	100⅜	....
" 2d mort	....	....	100	100	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 7s, conv. '76	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101⅜	101	101½	99⅜	100⅜	101½
" certificates	96⅜	96½	96⅝	95	96	...
N. York and Harlem	145½	144½	....	144½	145	144½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	101	....	....
N. Carolina 6s	48½	48⅜	....	....	48	48⅜
" new	25⅜	25	24½	25	....	25½
Ohio and Miss	39	38½	38⅝	37½	38¼	38⅜
" pref	75½	....	75⅜	....	72x	72½
" 1st M	....	....	....	....	....	....
Pacific Mail S. S. Co	37½	35½	37	36⅜	37⅞	38⅛
Panama	144½	....	....	....	....	139½
Phila. and Reading	104½	103⅜	....	103⅜	104½	105⅜
Pitts., Ft. W. & Chi. gtd.	95⅜	....	94½	94½	95½	95
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	100½	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	9	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	86	....
" Income bds	....	....	....	....	....	....
Tennessee 6s	61	....	....	60½	60⅜	61
" new	55½	55⅜	....	55½	56	57
Tol., Wab. & Western	55⅝	55½	55⅜	54⅜	55½	55⅝
" pref	73	....	....	....	....	....
" 1 M. ex	....	....	....	....	....	....
" 2 M	84½	84½	84½	....	85	....
" Equipment	....	....	....	....	....	....
Union Pacific 1st mort	....	....	86	86½	86⅜	
Virginia 6s, ex-coupon	69¾	....	....	69½	69½	
" new	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg	....	....	....	....	....	....
U. S. 5s, 1871, coup	....	....	....	....	....	....
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	108½	108⅝	108⅝	108½	108½	108⅝
U. S. 5s, 10-40s, reg	107½	....	108	107⅜	107½	108
U. S. 6s, 1881, reg	117⅜	117	....	....	....	117½
U. S. 6s, 1881, coup	117⅜	117	....	116⅝	....	117½
U. S. 6s, '81, O.W.L. y	....	....	....	....	....	....
U. S. 6s, 1881, .. ½y	....	....	....	....	....	....
U. S. 6s, 5-20s reg. '62	111¾	....	....	....	110⅜	....
U. S. 6s, 5-20s, c. 1862	111⅜	112½		....	....	111⅜
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112	....	111⅜	111⅜	111⅞	111½
U. S. 6s, 5-20s, reg. '65	....	....	....	111½	110⅜	....
U. S. 6s, 5-20s, c. 1865	....	111⅜	111½	111⅛	....	111½
U. S. 6s, 5-20s, r. n. '65	....	113½	....	....	....	....
U. S. 6s, 5-20s, c. n. '65	113⅞	113⅝	113⅝	113½	113½	113⅜
U. S. 6s, 5-20s, reg. '67	114⅛	....	....	113½	....	....
U. S. 6s, 5-20s, c. 1867	114½	114½	114½	114	113⅜	114
U. S. 6s, 5-20s, reg. '68	....	....	114	....	....	....
U. S. 6s, 5-20s, c. '68	114½	....	....	113⅞	....	113½
U. S. 6s, Pac.R.R.issue	112½	112⅝	112⅞	....	....	112⅛

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Catawissa	13	....	....	....	....	36½
preferred	....	....	36½	36½	36½	
Camden and Amboy	120½	120	....	119½	119½	119½
.. 6s, 1870	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	91	....	91	....
.. 6s, 1889	....	....	....	91	....	....
.. mort. 6s, '89	93½	94	....	93½	93½	93⅜
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	94½	....	....	....	....	....
Lehigh Navigation	33	....	33½	33½	33½	33⅝
.. 6s, 1884	....	....	88½	88½	....	88½
.. Gold L	92⅜	....	....	93½	....	94½
.. R. R. L	....	92⅜	....	....	....	....
Lehigh Valley R. R.	56⅜	57	57	57	57	57
.. 6s new coup	....	....	....	....	....	99
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	43	43	....
.. 7s	....	....	....	....	....	....
Minehill	52⅝	52½	....	....	53	53⅛
Morris Canal	....	....	....	....	....	....
.. pref	....	67½	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
North Pennsylvania	38½	....	....	....	39	....
.. 6s, 1880	....	....	....	....	94	....
.. 7s	88	88½	....	88½	88½	88⅜
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	42⅜	42½	42½	43	....
Pennsylvania R. R.	56½	56½	56½	56⅜	56½	56⅜
.. 1st M	101½	....	....	....	....	101½
.. 2d M	....	....	....	....	98	....
Penn. State, 6s, 1st series	104½	....	....	104½	....	....
.. 6s, 2d series	....	107½	....	....	....	....
.. 6s, 3d series	....	....	....	109½	110	....
.. 6s, W. L	....	....	....	....	....	....
Philadelphia City, 6s	101⅜	....	....	....	101½	....
.. new	102½	102⅜	102⅜	102⅜	102⅜	102⅜
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	52½	52½	52	52	52½	52½
.. 7s, 1893	....	....	....	....	....	....
Philadelphia and Erie	29⅜	29½	29½	29½	29⅜	30
.. 6s	....	....	....	....	....	....
.. 7s	92	....	....	....	....	92½
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	58	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
Susq. Canal	....	....	....	....	....	....
.. 6s, 1878	45½	....	....	....	....	....
Union Canal, pref	....	....	....	....	....	....
.. 6s, 1878	....	....	....	....	....	....
Hestonville, (Horse)	....	....	....	13½	....	....
Chestnut & Wal. ..	....	....	....	....	....	44
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	45	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	25	....	....	25	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 24.

	W.18.	Th.19.	F.20.	Sat.21.	M.23.	Tu.24
Baltimore City 6s, 1875	95½	95½	....	....	....	....
.. 1886	....	....	....	95½	....	....
.. 1890	96	....	95½	95½	95½	95
.. 1884	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	96½	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	92⅜	92½	92½	92½	....	92⅜
.. 2d M	72	....	72	73½	74	75
Northern Central	43	43	43	43	43	43
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	87½
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 25.

	Th.19.	F.20.	Sat.21.	M.23.	Tu.24.	W.25
Boston and Albany	151	150½	150½	....	....	150½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	151	150	150	....	....	....
Boston and Providence	....	144½	....	145	144½	
Boston, Hartford & Erie	5½	4⅞	5½	5⅜	5½	5½
.. 7s, new	34½	....	33½	36½	35	34½
Cheshire, pref	91	....	91½	....	....	91½
Concord	....	....	85	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	....	124	125	128	127½
Fitchburg	....	....	136½	136½	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	124½	....	124	124	124	124
Northern, N. H	115⅝x	....	116⅜	....	116⅜	....
Ogdens. & Lake Champ	85½	86	86½	88	90	89½
.. pref	107½	....	....	....	....	....
Old Colony & Newport	99½	99½	....	99⅜	99⅜	99⅜
Ph., Wil. & Baltimore	56	....	55⅜	56	....	....
Portl'd, Saco & Ports	....	....	....	112	....	....
Union Pacific	....	....	....	42½	42½	43
" 6s	....	....	83⅜	84	....	84
" Land Grant 7s	76	76½	76½	76½	76½	....
" Income 10s	86⅜	86⅜	87	87½	87½	87⅛
Vermont & Canada	102½x	101½	....	....	....	....
Vermont & Mass	....	63	....	....	....	63
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	101	....	....	....	101
Metropolitan ..	....	....	69	....	....	69
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	....	....	....	....	....	4½
Franklin ..	....	....	....	....	2½	....
Huron ..	....	....	....	....	....	....
Isle Royale ..	....	....	....	....	....	....
National ..	....	....	....	....	....	....
Pewabic ..	....	....	....	....	....	....
Pittsburg ..	....	....	....	....	....	....
Quincy ..	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. May 6.	May 13.
Atl. & Gt. West. N. Y. sec. 7 per ct. 1st mort., 1880	63 — 68	60 — 65
Do. do., 2d mort., 1881	55 — 60	55 — 60
Do. Penn., 1st mort., 1877	63 — 68	60 — 65
Do. do., 2d mort., 1882	50 — 60	50 — 60
Do. Consol. 7 per cent. mort. 1890	27½— 28½	28½— 29½
Detroit and Milwaukee 1st mort. 7s	70 — 75	70 — 75
Do. 2d mort. 8 p. c	70 — 75	70 — 75
Erie shares 100 dol. all paid	18½— 18¾	18⅞— 18⅞
Do. sterlg. 6 p. c. convertible bonds	64 — 68	64 — 68
Do. 3d mort. 7 p. c. 1883	70 — 75	70 — 75
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 7 per cent., 1875	85 — 90	85 — 90
Do. 100 dol. shares, all paid	111½—112½	111½—112½
Marietta and Cin. R. R. bonds 7 p. c.	82 — 84	82 — 84
New York Central, 100 dols. shares	— — —	— — —
Panama General mort. 7s, 1897	103 —105	102 —104
Penn. R. R. bonds, 2d mort. 6 per ct.	96 — 98	96 — 98
Do. General mort. 6 p. c. 1910	92½— 93½	92½— 93½
Do. $50 shares	45 — 47	46 — 48
Philadelphia and Erie 1st mort. 1881	90 — 93	90 — 93
Do. with option to be paid in Phila.	90 — 93	90 — 93

American Railroad Journal.

Saturday, May 28, 1870.

Stock Exchange and Money Market.

Another very favorable exhibit was made by the city banks in their last weekly statement, which showed an addition of about 4⅛ millions to the deposit average, 1⅝ millions to the specie hoard, and over a million to the legal tender reserve. The banks increased their loan and discount line 1⅞ millions, and cut down their circulation $102,332. The deposits now amount to over 226½ millions, against 201¾ millions on the 9th of April. The specie average is up to 34⅛ millions against 25⅜ millions four weeks earlier. The legal tender reserve has been augmented to over 59 millions against 47½ millions in the second week in April. The loan and discount item stands at 280¼ millions against 269 millions at the close of April. The offerings of money have been unusually liberal all through the week to responsible borrowers on the basis of 4@6 per cent. in a controllable form, and 6@9 per cent. per annum, in the discount line. The demand for aid has been less urgent, from both speculative and mercantile borrowers. The U. S. Sub-Treasury cash balances on Wednesday morning stood at $76,836,422 of coin, and $3,809,209 of currency, showing a slight gain for the week, in both items.

The specie reserve of the city banks according to the latest return is $34,116,935, against $15,429,404 same time last year. The city bank deposits are now $226,552,926, against $199,414,869 week ending May 22 1869. The legal tender reserve amounts to $59,023,306, against $57,838,298 same time last year. The circulation now stands at $33,191,648, against $33,927,385 same time last year. The loans are now $280,261,077, against $270,275,952 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about $104,279,720 a day, against a daily average of $109,877,490 the preceding week, and $116,843,490 the week ending with May 7, 1870. The current week's exchanges average about 95 millions a day. The city banks, last week, reported a further gain of $1,663,029 of specie, $4,110,607 of deposits, and $1,076,301 of legal tender notes. They increased their loans, $1,877,763; and reduced their circulation, $102,332.

The city bank exchanges on Wednesday were about 100 millions.

National Bank notes to the amount of $255,500 were issued last week by the Treasury Department, making the total issue to 1,692 banks thus far, amount to $324,218,776, against $282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to $24,771,064, leaving, with the existing 1,614 banks, (having an aggregate capital of $427,004,247,) an actual circulation at this date, of $299,447,712. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to $342,362,550; and for the public deposits, $16,340 000—making a total of $358,702,550. The Treasury Department last week redeemed and destroyed $412,700 of worn and mutilated fractional currency, and issued $861,803 of new.

The U. S. Sub-Treasury receipts, week ending with May 21, were $4,074,058 in coin, (including $2,842,000 from customs duties,) and $3,686,392 in currency; payments, $3,878,379 in coin, (including $1,459,959 of coin interest,) and $3,590,606 in currency; balance at the close of the week, $82,937,839 (including $76,643,732, of coin, and $3,380,458 of currency,) against $82,084,407 at the close of the preceding week, showing an increase of $843,432. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, $454,674 in coin, (including $413,040 from customs,) and $613,201 in currency; payments, $516,854 in coin, (including $464,434 of coin interest,) and $296,002 in currency. On Tuesday, receipts, $512,310 in coin (including $416,484 from customs), and $349,585 in currency; payments, $257,440 in coin (including $335,287 of coin interest) and $238,033 of currency. The balance at the close of business on Tuesday stood at $82,990,329, (including $3,809,209 of currency, and $76,836,422 of coin,) against $82,369,463 a week previous; and $81,379,042 on May 7, 1870. The aggregate receipts of the office in April were $38,914,767, including $13,193,882 from customs; aggregate

payments, $33,538,278 including $836,564 of coin interest; balance at the close of the month, $88,231,250, against $82,854,761 at the close of March.

The U. S. Sub-Treasurer issued in April $1,317,500 of coin certificates.

The U. S. Sub Treasurer retired, last week, $2,549,403 of coin certificates, received for customs.

The U. S. Sub-Treasury general balance on Thursday morning was $82,097,331.

Government revenues were rather more prolific last week. The excises, during the week yielded $4,636,629; customs at the port of New York, $2,727,401 and at the outports about $900,000 (in coin) more, making the grand total income for the week equal to about $8,808,150 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been $150,856,873.

The Gold speculation was less confident most of the week, and the price declined to 113¾@113⅞, or a fraction over one per cent. from the highest figures made since our last, which were 114⅞@115. The export call was moderate. Toward the close there was rather more animation apparent, and the price rallied to 114⅝, the latest quotation on Wednesday having been 114⅜@114½. Last week's exports were only $716,496. The shipments thus far this week have been moderate, including $340,678 by the *Allemania* on Tuesday, and $334,664 by the *Cuba* and *Idaho* on Wednesday. On Wednesday, Government disposed of a million of Gold at from 114 38@114 45. The aggregate of the bids was $5,745,000, and the range from 113 70@114 45. On Wednesday morning, the Treasury Department held a currency balance of $11,144,000; and a coin balance $107,668,000, of which $36,000,000 were in coin certificates.

The coin balance of the Treasury Department on Monday was $107,285,000, including $36,755,500 on private deposit; currency balance, $9,357,000.

The coin balance of the U. S. Sub-Treasury on Thursday morning was $77,188,954.

The customs revenue of the port on Wednesday was $398,000.

The customs demand for Gold last week, averaged $473,666 a day; thus far, this week, it has averaged $414,762 a day, or equal to a weekly aggregate of $2,488,572. The arrivals of specie from Europe, Havana and other foreign ports, during the week were $28,305; and since Jan. 1, 1870, $6,916,632, against $8,644,624 same time in 1869. The total customs revenue of the Government, in coin, at this port, thus far in the current fiscal year, commencing with July 1, 1869, has been $120,794,128 against $113,298,867, in 1868–'69.

The customs revenue at the port of San Francisco, from Jan. 1 to May 13th, was $2,811,175, against $2,713,946 same time last year.

The exports of specie, from this port, last week, were $716,496 against $232.258 same week last year; total, since July 1. 1869, $26.887,354, against $34,022,238 same time preceding fiscal year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt $1.459,959, and since July 1, 1869, $82,027,861, against $83,662,575 in 1868–'69.

The specie exports from San Francisco, from Jan. 1 to May 13, were $14,232,729, against $14,594,380 same time last year.

The actual coin interest payments of the Sub-Treasury on Wednesday were $379,742.

There has been a rather better inquiry noted for foreign exchange, rates for which have been tending upward, on restricted offering of prime bankers' drafts. Bankers' prime sixty day bills on London closed steadily on Wednesday at 109½ @109¾, and on Paris to 5.20.@5.15; sight bills on London to 110⅛@110⅜, and on Paris to 5.13¾ @5.13. The offerings of produce bills have been up to a pretty full average, since our last. The week's exports of domestic produce have been to the currency value of $3,610,420, making the total since July 1, 1869, $177,805,642, against $148,032,480 same time preceding fiscal year.

Government securities have been offered rather more freely at easier prices, but have been readily taken at the ruling figures; and toward the close, the market showed sympathy of reviving firmness and buoyancy, on an improved investment call, particularly for the later issues of the coin bearing bonds. Washington telegrams have been of an unusually conflicting tenor, relative to the funding and banking bills before Congress, and did much to disturb the course of the dealings, in the forepart of the week. On Wednesday, it was reported from Washington that the Committee of Ways and Means occupied the morning of that day on the revenue bill; that the funding bill was not considered by them; and that Gen. Garfield, chairman of the Banking and Currency Committee obtained consent to report the ninety-five million bill back to the House next Wednesday June 1. These reports had a tendency to strengthen confidence.

U. S. sixes of 1881 closed here at 117@117¼; U. S. Five-twenties of 1862, 112⅞@112⅛; U. S. Five twenties of 1864 at 111⅛@112⅜; U. S. Five-twenties of 1865 at 111¼@112½; U.S. Five-twenties of 1865 consolidated, 113½@113⅝; U. S. Five-twenties of 1867, 113⅞@114; U. S. Five-twenties of 1868, 113⅞@114; U. S. Ten-forties at 108¼@108½; U. S. Six per cent. currency bonds, 112⅞@113.

At Frankfort on Wednesday U. S. Five Twenties closed at —, and Central Pacific Sixes, at 77¾ @77⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns;

	May 11.	May 18.	May 25.
Consols	94¼	94½	94⅜
U.S. 5-20's of 1862	88⅝	89⅛	89
U. S. 5-20s, 1865	88	88½	88½
" 1867	90	90⅝	90¾
" 10-40s	85½	86	86
Erie	18	18½	18½
Ill. Central	112½	112½	110½
At. and Gt. West	28½	28½	28

There has been rather more movement in State bonds at the going rates.

In railway bonds, the dealings have been to a fair extent. Central Pacific Sixes closed at 93¼ @93½. Union Pacific Sixes at 86@86¼; and the new Chesapeake and Ohio First Mortgage Thirty year Bonds at 90 per cent. and accrued interest in currency.

Railway and miscellaneous share property has been depressed and decidedly lower, under a pressure to realize. The speculative demand has been much less confident. Toward the close, the market showed rather more animation, with an inclination to renewed strength in values.

The movements in domestic produce have been on a moderate scale at generally fairly supported prices. Middling upland cotton however closed heavily on Wednesday at 22¾ cts. per lb. The stock of cotton now here is given at about 47,500 bales. The receipts at the port this week, have averaged about 5,400 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 2,681,350 bales, against 1,964,675 bales in 1868–'9; exports, same time 1,912,975 bales, against 1,318,575 bales same time in 1868–'9; stock on hand at latest dates, 298,460 bales, against 174,200 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870, have been 5,362 pkgs., against 9,705 pkgs., same time in 1869. From Boston, 1,448 pkgs. in 1870, against 3,676 pkgs. same time in 1869.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at slightly reduced prices, ranging form 4.05@5.10, against 4.20@5.30 in April, for the 2,240 lb. ton deliverable at Elizabethport, N. J.

Foreign goods have been in pretty fair request and generally steady in value. The week's imports of foreign dry goods were to the specie value of $1,665,580; and of foreign merchandise, $4,980,593, making a total of $6,646,173, against $7,074,090, same week last year.

At the Live Stock markets, this week, Beeves have been in less demand at from 13@17½c. per lb.; week's receipts, 6,700. Milch cows continue in request, at $40@$100 each, receipts, 75. Veal calves have been quiet and depressed at from 5½ @10c. per lb.; receipts, 4,258. Sheep in less demand at from 5½@9c.; lambs at 11@17c. per lb.; receipts, 21,224. Swine are dull and heavy at 9c. @9½c. per lb., all live weight; receipts, 23,080.

Ocean freights have been less active, but pretty firm. For Liverpool we quote flour at 1s. 3d.@1s. 6d. by sail, and 1s. 6d. by steamer, per bbl.; grain at 3½d.@4 by sail, and 4½d. by steamer, per bushel; cotton at ⅛d.@$\frac{3}{16}$d. by sail and ¼d. by steamer per lb.; and heavy goods 10s.@25s. by sail, and 12s. 6d.@30s. by steamer, per ton. Total number of vessels in port on Wednesday, 480.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending May 24, and since the beginning of the year:

	1869.	1870.
For the week	$3,853,146	$3,610,420
Previously reported	64,064,591	64,850,125
Since Jan. 1	$67,917,740	$68,460,545

The imports for the week ending May 21, and since the beginning of the year, have been as follows:

	1869.	1870.
Dry goods	$1,612,207	$1,665,580
Gen. merchandise	5,461,883	4,980,593
Total for the week	$7,074,090	$6.646,173
Previously reported	121,758,699	113,116,906
Since January 1	$128,832,789	$119,763,079

The balance in the Sub-Treasury on Wednesday was $82,097,331 48.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 6s, 90; do. 7s, 96; South Carolina 6s, 96; do. new, Jan. and July, 83; Connecticut 6s, 101½; N. Y. State Bounty Loan reg., 111⅛; Arkansas 8s, issued to Little Rock and Fort Smith R. R., 76; Illinois coup. bonds, 1879, 101; Louisiana 6s, 77; do., new, 70; do., 6s, Levee bonds, 75¾; do., 8s, Levee bonds, 91½; Jersey City W. L., 96; Brooklyn 6s, W. L., 95¾; St. Louis and Iron Mt., R.R., 45½; do., 1st mort., 89¼; Ohio and Mississippi consol. bonds, 90; North Missouri 1st mort., 89; Chicago and Gt. Eastern Income bonds 46⅝; Toledo, Wabash and Western consol. bonds, 81; Buffalo, New York and Erie 1st mort., 91; Pacific 7s, guar. by Mo., 98⅛; Toledo, Peoria and Warsaw 1st mort., W. D., 80; New York and New Haven R. R., 152; do., Scrip, 144; New Jersey R. R., 121; Atlantic Mail S. S. Co., 26; Quicksilver Mining Co., pref., 16¼; Pennsylvania Coal, 225; Adams Exp. Co., 63⅞; Am. Mer. Union Exp. Co., 44; U. S. Exp., 47⅝; Wells-Fargo Exp., 14⅜; Merchants Union Exp., 12; Western Union Telegraph, 33¼; Wilkesbarre Coal and Iron, 65; Consol. Coal Co. of Md., 26; Cumberland Coal and Iron, 44; Black Hawk Gold, 0.35; Central Gold, 0.20; Consol. Gregory Gold, 1.65; Grass Valley Gold, 0.21; Quartz Hill Gold, 0.25, Smith and Parmalee gold, 1.05.

Philadelphia.—Oil Creek and Allegheny River R. R., 46; do. bonds, 79¼; Pennsylvania Canal, 22; West Jersey R. R. 63; do. 7s, 96¾; do. 6s, 92½; West Chester 7s, 95; Schuylkill Nav. Imp. Loan, 67; Pennsylvania and New York Canal 7s, 93½; Belvidere Delaware 3d mort., 83¾; Huntingdon and Broad Top 1st mort., 90; West Philadelphia R. R., 65; Chesapeake and Delaware Canal, 40; Delaware Division Canal, 47; Pittsburg 5s, 75; Big Mountain Coal, 6¾; N. Y. and Middle, 4.94; Feeder Dam oil, ⅜; McElhenny oil, ¼; Ocean oil, ¾; McClintock oil, 0.81; Dalzell oil, ⅞. The latest quotations are: City 6s, 101¼@101⅜; do., free of tax, 102¾@102⅞; State 5s, coupon, 103@104; do., 6s, W. L., 104@104; do., 1st series, 104⅝@105; do., 2d series, 107⅜@108; do., 3d series, 109@110; Reading, 52¾@52⅞; do., 7s, 1893, 105½@106¾; do., mort. 6s, 1880, 93¾@—; Camden and Amboy, 119½@119⅝; do., mort. 6s, 1889, 94@94½; do., 1883, 91@92; do., 1889, 91½@92; Penn. R. R., 56⅜@56½; do., 1st mort., 101¾@102; do., 2d mort., 97½@98; Little Schuylkill R. R., 43@44; Morris Canal, 20@30; do., pref., 65@70; do., 6s, 84@86; do., scrip 7s, 65@70; Susquehanna Canal, 5@10; do., 6s, 44@47; Schuylkill Nav., 6@7; do., pref., 16@17; do. 6s, 1882, 58@58½; Elmira and Williamsport pref., 41@—; do., 7s, 1873, 94@95; do., 5s, 59@60; Lehigh Coal and Navigation, 33⅝@33⅞; do., 6s, 1884, 88½@88½; do., R. R. Loan, 92@93; do. Gold Loan, 93½@93¾; North Pennsylvania, 39½@—; do., 6s, 94@94¼; do., 7s, 87½@88⅝; do., Chattle 10s, 108@—; Philadelphia and Erie, 30@30; do., 6s, 90@90; Minehill, 53¼@53½; Catawissa, pref., 36⅞@37; Lehigh Valley, 57@57¼; do., 6s, 98@100; do., 6s, reg., 99@99; Fifth and Sixth streets, (horse,) 37@40; Second and Third, 44@—; Thirteenth and Fifteenth, 24¾@25¼; Spruce and Pine, 23@24; Green and Coates, 38½@39; Chestnut and Walnut, 44@44¼; Hestonville, 13¼@13½; Union, 41@45.

Boston.—Vermont Central 1st mort., 87; do., 2d mort., 42½; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 95; Atlantic and St. Lawrence R. R. 6s, 1871, 99⅛; Vermont Central and Vermont and Canada 8s, 1877, 102¼; Carthage and Burlington R. R. 8s, 1879, 97¾; Burlington and Missouri River R. R., 85⅛; do. Land Grant 7s, 89¼; do. 8s, (in Nebraska,) 96; do. 8s, 1879, 99⅝; Eastern R. R. 6s, 1889, reg., 96¼; Lynn and Boston Horse R. R. 6s, 1886, 74; Leavenworth, Lawrence and Galveston R. R. 10s, 1899, 97⅞, Vermont and Massachusetts R. R. 6s, 92½; South Shore R. R. 6s, 90; Rutland R. R. 7s, 1880, new, 78; Chicago and Southwestern 7s, gold, guar., 97; Cedar Rapids and Missouri 7s, 1894, 88½; do. 7s, 1916, 88; Middlesex Horse R. R. 5s, 81; Connecticut and Passumpsic Rivers 6, 1876, 93¾; Boston and Maine 6s, 98¼; Norwich and Worcester R. R., 106½; Eastern (N. H.) R.R., 118; Cincinnati, Sandusky and Cleveland, 31; do. pref., 36½; Summit Branch, 38½; Granite Railway, 70; Boston Water Power Co., 17; Cary Imp., 6¾; Maine 6s, 1889, 98¼; Missouri 6s, 1874, 94; Massachusetts 5s, 1883, gold, 97½; do, 1897, 97; do. 6s, 1874, 104; do. 6s, 5 20s currency, reg., 100¾; Chicago 7s, 99¾; Boston 5s, 1878, gold, 97⅞; do. 1882, 98; do. 6s, currency, 101; Cambridge 6s, 96½; Albany 6s, 1896, 93½; St. Louis 6s, 1875, 93⅞; do., 1874, 94½; do., 1887, 86¾; St. Paul 6s, 74⅝; Bath 6s, 1891, 90; do., 1884, 92½; Covington 7 3-10s, 1890, 100; Salem 6s, 1883, 99⅛.

Baltimore.—Western Maryland 1st mort., unindorsed, 78¼; Pittsburg and Connellsville bonds, 92½; Orange, Alex. and Manassas bonds, 79⅜; Virginia and Tennessee 1st mort., 79; do., 8s, 84½; Orange and Alexandria 4th mort., 75; Central Ohio R.R., 24¼; Maryland 6s, 1890, 98; do., Defense Loan, 103¼; Bare Hill Mining Co., 0.25. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92½@93; Baltimore and Ohio, 139½@141; do., 6s, 1875, 96¼@97; do., 1880, 95½@96½; do., 1885, 94¼@94¾; Northern Central, 42¾@43; do., 6s, 1885, 92@92½; do., 1900, 86½@87¼; do., 6s, 1900, gold, 96@98; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 95@95; do., 2d mort., 94½@96; do., 3d mort. 1885, 92@92; Marietta and Cincinnati 7s, 1892, 92⅞@94; do., 2d mort., 75@75½; Central Ohio, 23¾@24⅛; do., 1st mort., 82@85; Western Md. 6s, 1890, 78@78¼; do., guar., by Baltimore City, 92@92⅛; do., 2d mort., guar., 85@88; do., 6s, pref., 66@66⅜; do., 6s, guar., by Washington Co., 84@85; Richmond and Danville bonds, 76@80; Orange and Alexandria 1st mort., 6s, —@80; do., 2d mort., 6s, 78@79; do, 3d mort., 8s, 83@85; do., 4th mort., 8s, 74@75; Orange, Alexandria and Manassas 7s, 78¼@79½; Virginia and Tennessee 8s, 84¼@84½; do., 6s, 1st mort., 79@—; do., 6s 2d mort., 73¾@74½; Baltimore 6s, 1875 95@95; do., 1886, 95@95; do., 1890, 95@95½; do., 1893, 92@94; do., 5s, 1838-'70, 76@78; Memphis City 6s, 52@52½; Maryland Defense Loan, 1883, 103¼@103½; City Passenger R. R. 21@22; George's Creek Coal, 63@65; Atlantic Coal, 2.00@2.00; Bare Hill, 0.20@0.30.

☞ A new route from New York to Newport, R. I., opens June 1st via New Haven, Shore line, and Newport and Wickford railroads and steamboat, and also by the Stonington steamboats. By this route the passage round Point Judith is avoided, and Newport reached in eight hours.

Dunkirk, Warren and Pittsburg R. R.

At a recent meeting of the directors of this road, held in Fredonia, N. Y., it was unanimously voted to consolidate with the Pennsylvania portion of the road, and to make the capital in Chautauqua county $1,000,000. The length of the road in that county is 42 miles, and in Pennsylvania 12 miles. The consolidated capital stock of $1,300,000 represents $24,000 per mile, which will be about the cost of the road, with buildings, switches and rolling stock. On the 6th inst. the stockholders of the Pennsylvania end of the road met at Warren, and resolved to consolidate with the New York portion. They fixed their capital stock at $300,000.

Buffalo Railway Bridge Co.

At a meeting of the stockholders of the American and Colonial International Bridge Companies in Buffalo on the 1st inst., the stock of the two companies was merged into one, to be called the "Buffalo Railway Bridge Company." Mr. C. J. Brydges, of Montreal, was elected President, and Mr. E. G. Spaulding, of Buffalo, Vice President. The location of the Bridge was decided upon, and a contract concluded with Messrs. Gzowski & Co., of Toronto, for its construction. The bridge will connect all the roads both sides of the Niagara.

☞ By reference to the Advertisement of the Novelty Iron Works, in another column, it will be seen that they have for sale a complete assortment of Lathes, Planers, tools, etc., for working both wood and iron; and smiths' and boiler-makers' tools, suitable for the manufacture of steam engines, boilers, cranes, foundery fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns and the tools, fixtures, and patterns for the construction and erection of architectural work. Also a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

☞ The Chicago and Alton Railroad Co. have executed a perpetual lease of the Louisiana and Missouri River Railroad, which will give Chicago a direct line to Fort Scott. The Company will immediately commence the construction of a road from Jacksonville or White Hall, Illinois, to the Mississippi River, where the trains will connect, by transfer boats, with the Louisiana and Missouri River road for Kansas City and St. Joseph. Branches will also be built through Glasgow or Boonville to Sedalia.

☞ Ground was broken on the Syracuse Northern railroad on the 20th inst. The Syracuse *Standard* says the work is to proceed immediately on the east and west side of the river, and at various other points on the road, and the contractors will prosecute it with the utmost vigor. It is understood that at least one hundred men will be at work on the road at various points before the week is ended.

☞ The town of Lancaster, Mass., will receive proposals until the 30th of May for plans and specifications for two Iron Bridges to be built in said town, to be completed on or before the 1st of October, 1870—one of one hundred and fifteen feet span, twenty feet wide, with side-walk of four feet wide; and one of seventy-five feet span, without side-walk, and eighteen feet wide.

Commerce of New York.

The foreign imports at New York for the month of April, 1869 and 1870, are officially stated as follows:

	1869.	1870.
Entered for consumpt'n.	$13,886,593	$14,423,458
Do. for warehousing	16,497,691	13,137,232
Free goods	1,292,080	1,006,584
Specie and bullion	4,818,287	805,025
Total entered at port...	$36,354,651	$29,372,299
Withdrawn fr. wareh'use	8,954,512	12,822,634

The foreign imports at New York for the four months from January 1, were:

	1869.	1870.
Entered for consumpt'n.	$57,630,879	$54,581,355
Do. for warehousing	47,854,038	44,421,267
Free goods	5,338,845	3,851,681
Specie and bullion.....	8,693,988	6,307,002
Total entered at port...	$119,517,750	$109,161,305
Withdrawn fr. wareh'use	37,002,977	41,144,468

The foreign imports at New York for ten months of the fiscal year were:

	1869.	1870.
Six months ending Jan 1.....	$123,552,971	$134,708,154
January.....	22,542 529	24,725,375
February.....	25,827,280	25,367,998
March....	34,793,290	29,695,633
April....	36,354,651	29,372,299
Total for 10 months..	$243,070,721	$243,869,459
Deduct specie.....	11,740,477	12,084,204
Total mdse....	$231,330,244	$231,785,255

The duties received at New York for ten months ending with April, were:

	1869.	1870.
Six months ending Jan. 1....	$57,845,963 97	$61,552,308 75
January	9,615,894 43	9,840,502 99
February	11,996,628 46	11,750,424 06
March....	13,027,672 02	11,977,323 42
April....	10,727,099 86	12,799,598 49
10 months..... ..	$103,213,258 74	$107,920,157 71

The exports from New York to foreign ports in the month of April, were:

	1869.	1870.
Domestic produce..... ..	$14,671,026	$13,741,650
Foreign mdse. free.....	4,600	45,157
Do. dutiable.....	733,461	911,018
Specie and bullion.....	1,767,601	1,698,616
Total exports	$17,176,688	$16,396,441
Do. exclusive of specie.	15,409,087	14,697,825

The exports from New York to foreign ports for four months from January 1, were:

	1869.	1870.
Domestic produce..... ..	$49,793,563	$51,720,709
Foreign free goods.....	48,608	205,532
Do. dutiable	2,133 640	3,547,991
Specie and bullion..	10,604,032	8,097,865
Total exports.....	$62,579,843	$63,572,097
Do. exclusive of specie .	51,975,811	55,474,232

The exports (exclusive of specie) from New York to foreign ports for ten months of the fiscal year were:

	1869.	1870.
Six months ending Jan. 1....	$80,651,068	$109,954,573
January.....	13,153,017	12,893,166
February.....	10,824,812	11,940,146
March....	12,588,895	15,943,095
April....	15,409,087	14,697,825
Total produce..... ..	$132,626,879	$165,428,805
Add specie	32,342,031	24,754,420
otal exports....	$164,968,910	$190,183,225

Journal of Railroad Law.

COMMON CARRIERS—INJURY TO PASSENGER—CONTRIBUTORY NEGLIGENCE.

The facts in the late case of Morrissey *vs.* The Wiggins Ferry Company (43 Mo. 380) are fully and clearly stated in the following opinion by

WAGNER, J.—This action was brought under the second section of chapter 147 of the General Statutes, and damages claimed to the amount of $5,000, by the plaintiff, as the only surviving parent of Annie Morrissey, who it is alleged, was a minor, and unmarried, and was drowned while crossing the Mississippi river on one of defendant's ferry-boats, in consequence of the negligence, unskilfulness or criminal intent of defendant's agents and employees in managing said boat.

On the trial in the court below, under certain instructions, the jury found a verdict for the defendant. There was much evidence given, and it was conflicting in its character, but I shall neither detail nor comment on it, as it belongs exclusively to the jury to attach to it whatever weight and consideration they may deem it deserves.

The whole defence was based on the ground of contributory negligence: that the deceased, through her imprudence and want of care, produced or contributed to the accident in such a manner as ought to preclude a recovery. That there is a difference in the adjudications upon this subject, and that some courts have held that no recovery can be had where the injured party is in the least in fault, cannot be disputed. But such is not the ruling of this Court; and it is to be observed that the courts which have heretofore laid down the above doctrine are rapidly retracing their steps and declaring a rule more reasonable and in consonance with justice.

The question has been discussed in several recent cases in this Court, and the law must be considered as established—no longer in doubt or open to question. The settled principle now is that it ought to be left to the jury to say whether, notwithstanding the imprudence of the injured person, the defendant could, in the exercise of reasonable diligence, have prevented the catastrophe.

The degree of responsibility to which carriers of passengers are subjected is not ordinary care merely, which will make them liable only for ordinary neglect, but extraordinary care, which renders them liable for slight neglect.

In a recent case in this Court, in discussing the liability of passenger carriers, we declared the rule to be "that the carrier shall be guilty of some negligence which mediately or immediately produced or enhanced the injury, and that passenger should not have been guilty of any carelessness and imprudence which directly contributed to the injury, since no one can recover for any injury of which his own negligence was, in whole or in part, the proximate cause; and that, although the plaintiff's misconduct may have contributed remotely to the injury, if the defendant's misconduct was the immediate cause of it, and with the exercise of prudence he might have prevented it, he is not excused." (Huelsenkamp *vs.* Citizens' Railway Co., 37 Mo. 537: Kennedy *vs.* N. M. R. R. Co., 36 Mo. 351.)

The concluding paragraph of defendant's second instruction is objectionable. It tells the jury that unless the jury believe that the accident and death resulted without any negligence or want of care on the part of Annie, which produced or contributed to produce such accident or death, then they should find for the defendant.

This was in direct conflict with the law as above declared. It destroyed the plaintiff's right of action for the least fault on the part of deceased, and exonerated the defendant, although the unskilfulness, negligence, and criminal intent of its agents and employees may have directly caused the injury. Such is not the law and we hope it never will be.

The plaintiff asked two instructions which were refused. They are as follows:

"That if the jury find from the evidence that the employees of defendant or either of them were guilty of negligence in not keeping the entrance to defendant's boat properly guarded and protected, or in not keeping sufficient lights on said boat or on the wharf-boat, by reason of which deceased came to her death, and that deceased was not guilty of any want of any ordinary care and prudence which directly contributed to the injury, then the defendant is liable in this suit."

"That although the deceased may have been guilty of misconduct or failed to exercise ordinary care and prudence while passenger on defendant's boat, which may have contributed remotely to the death of the deceased, yet if the employees or either of them of defendant were guilty of negligence which was the immediate cause of the death, and with the exercise of prudence by said employees or either of them said injury and death might have been prevented, the defendant is liable in this suit."

The instructions asserted correct propositions of Law, and should have been given. They tell the jury that if the deceased only remotely contributed to the accident, and if the agents and employees of the defendant were the direct and immediate cause, and might have prevented it by the exercise of prudence and care, the defendant is liable. Nothing can be clearer.

There was some question made about the action of the Court in admitting and rejecting testimony, but I have seen nothing objectionable in the ruling of the Court in that regard, except in portions of the deposition of Barron.

And although his statements were so absurd and so flatly contradictory to the whole mass of the testimony given on each side, that I have no idea that either the jury or anybody else believed them, still they were incompetent, and should have been excluded.

With the concurrence of the other judges, the judgment will be reversed and the case remanded.

Littlestown Railroad.

The commencement of the work in constructing the extension of the Littlestown Railroad to the Maryland State line, to connect with the Frederick and Pennsylvania Line Railroad, was inaugurated with becoming ceremonies on Monday last. Ground was broken on the "Winterode farm," a half mile from Littlestown. Appropriate addresses were delivered by Mr. Myers, President of the Littlestown Railroad Company, and Wm. McSherry, Esq.

Major Diller, the contractor, was on hand with horses, cars, and a force of men, and immediately after the ceremonies were over commenced grad-

ing the track. As the Major "pushes things," we may look for an early completion of the work to the State line.—*Hanover (Pa.) Spectator.*

Business Contract of the Concord & Northern (N. H.) Roads.

The contract of business which was entered into between the Concord and Northern Railroads on the 29th of April has been published. The preamble states that the contract was made for the purpose of providing for a more efficient, convenient and economical management of the business of said parties, for the benefit of the public in better accommodations and with less rates of fare and freights, as well as for the interests of the parties themselves.

During the continuance of this agreement the two railroads and their respective branches shall be operated and managed in connection with each other under a joint management as hereinafter provided, according to the terms and conditions hereinafter mentioned.

Included in this management are all the lands, depots and other buildings of the two lines, their furniture, machinery, engines and cars, tools and stocks and supplies of all kinds.

All the legal rights, interests, benefits, obligations and liabilities of said first party under the two contracts of April 3, 1861, between it and the Concord and Portsmouth Railroad; and under the contract of January 21, 1865, between said first party and the Boston and Lowell and Nashua and Lowell Railroads; and under the indenture of lease of March 11, 1870, between said first party, together with the Manchester and Lawrence Railroad and the Suncook Valley Railroad, and also under the written contract of the same date between the same parties, so far as said contract relates to the completion of the last mentioned railroad, and payments of unsettled land damages as mentioned in said contract; and of said first and second parties respectively under the contract lately made between them and the Vermont Central and other Railroads relative to the business of said Vermont Central Railroad, shall, during the continuance of this agreement be enjoyed and discharged in and by the joint management afore said, and all the expenses and costs thereby incurred shall be included in the accounts of said management and be paid by it, the same as if said rights and liabilities were those of the parties hereto. And all the rights and benefits of said first party under the contract of December 27, 1860, between it and the Manchester and Lawrence Railroad, and all its liabilities and duties to said Manchester and Lawrence Railroad under the same contract, which may arise during the continuance of this agreement, in case said contract shall be held to be legally valid and binding, shall, so far as it may be lawful, be enjoyed and discharged in and by the joint management as aforesaid, and all the costs and expenses thereby incurred shall be included in the accounts of said management and be paid by it. Provided, however, that the first party shall contribute and pay toward the rent to be paid to the aforesaid Suncook Valley Railroad in July next the sum of $4,650, on account of the earnings of said road to the date hereof, now in the hands of said first party.

Each of said parties, separately, shall be liable for all claims now outstanding against it, and for any action brought on account of anything previous to the date hereof. But all claims and liabilities arising out of anything included and provided for in this agreement, shall be met and discharged by the management herein provided.

The care, management and operation of all the roads aforesaid, and of the business thereon, and of the joint management as herein contemplated, shall be under the charge and direction of one agent, acting for and as the agent of both parties. Said agent shall be appointed by said second party, and may be removed at any time by it. But the parties hereto may, by concurrent votes of their respective Boards of Directors, each Board acting by itself, exercise the same control over said management as is usual with Boards of Railroad Directors in ordinary cases.

All the property of every kind included in this agreement, except articles of property intended for consumption in use, shal, so long as it may remain in the management aforesaid, be kept by it as nearly as may be in a like relative and in as good repair as it now is or may be when the improvements herein especially provided for shall be made; and in case of any damage or destruction of any part thereof, the same shall be repaired and restored at the expense and charge of said management. And for that purpose all insurances now existing or at any time hereafter made on any of said property shall enure to the benefit of said management; and all the sums at any time during the continuance of this agreement becoming due on said insurances shall be allowed and paid to said management. And all risks on the shop stock and other articles of property now placed in or which may at any time hereafter belong to said management, shall be borne by it.

It is provided that suitable depots and station buildings shall be constructed at various places, certain repairs on bridges and masonry are to be effected, and provisions are made for the applying of certain surplus earnings for the completion of the Suncook Valley Railroad and for repairs and improvements on the Manchester and North Weare roads.

The salaries and expenses of the President and other officers of each of the parties, and of other agents and servants not employed in the joint management, shall be paid by each party for itself. For this purpose the joint management shall pay to each party yearly the sum of $2.500. All costs and expenses of the management and operation of the roads, and all national and State taxes against the roads, except as hereinafter specially otherwise provided for, shall be paid by the joint management.

All the income and receipts in any way from the roads, property and business included in this agreement, during the continuance of the joint management, and so far as either of the parties hereto may be concerned in said income and receipts, shall come into and belong to the joint management herein provided for; and the agent of the parties appointed shall have charge of the same, subject to the control of the Board of Directors of said parties by concurrent votes, as hereinbefore provided. And in order to avoid any controversies or questions with regard to the proper division of the balance of said income and receipts, after the payment of costs, expenses and charges to the management, between said parties, it is hereby mutually agreed that from said balance there shall, on or before the fifteenth days of October and April in each year during the continuance of this agreement, be paid to the Treasurer of the first party the sum of $75,000, together with such further sums as may be required to pay any national tax due on the dividend of that sum to its stockholders. Provided, however, that there shall be allowed on account of earnings received by said first party for the month of April in the present year the sum of $12,500 toward the amount to be paid to the first party in October next. And all the remainder of said balance at the expiration of each six months during the continuance of this agreement shall be paid over to the Treasurer of the second party for its sole use and benefit. And said division of balance of income and receipts shall be a full adjustment and settlement between the parties of their respective interests in the net proceeds of the business and operation of the management aforesaid. And in consideration of said remainder being allowed and paid to it as aforesaid, the second party is, from its own funds, on or before said fifteenth days of October and April in each year aforesaid to make up and pay to the first party any deficiency which may then happen and be in the balance of income and receipts to make the payments in this agreement provided to be made to said first party, so that said first party shall receive the full amount of said payments as intended.

The passenger and freight tariffs now established by the first party shall regulate and govern the rates of charges of the joint management unless otherwise required by law. No change shall be made in said rates without the mutual consent of the parties unless required by law. And in case any change therein shall be made or permitted by the first party, except as aforesaid, without the consent of the second party, the full amount of any reductions of income and receipts to the joint management arising from such change shall be allowed by the first party toward the payments hereinbefore provided to be made to said first party from income and receipts, and said payments shall be reduced accordingly. And all the provisions hereinbefore made relative to said payments are subject to this provision and condition.

It is also provided that accurate inventories and appraisals of all the property placed by the parties in the joint management shall be made as soon as practicable after the execution of this agreement, and a like inventory is to be taken after the termination of this agreement, when an equitable division of the property shall be made between the two roads. If the first party shall neglect to pay the joint management the several payments hereinbefore provided to be made on account of depots, &c., the amount so remaining unpaid by it at the termination of the joint management, shall be deducted from the portion belonging to the first party in the division of the property as above provided, and its said portion shall be reduced accordingly.

The business of the joint management as herein provided, shall be carried on under the name and style of the Concord and Northern Railroads.

Both parties mutually covenant and agree to observe and perform all the provisions of the agreement according to the true intent and meaning thereof. Neither party, so far as it can control the same, shall permit any act or thing to be done to hinder the full operation of the said joint management.

This agreement shall be construed as a business contract solely, and not in any respect as a lease of one road to another; and each party retains to itself its own corporate capacities in the same manner and to the same extent as heretofore, excepting that as between themselves their rights and liabilities with reference to anything contained and provided for in this agreement shall be governed and determined by it.

The agreement shall be in force for five years from April 15, 1870.

Signed:

The Northern Railroad, by their Committee duly authorized— URIEL CROCKER,
GEORGE W. NESMITH.

The Concord Railroad Corporation, by—
J. MINOT, President,
J. STEPHENS ABBOTT.

The foregoing contract is hereby sanctioned by us— JESSE GAULT,
SAMUEL D. QUARLES.
Railroad Commissioners for the State of New Hampshire.

Approved. ONSLOW STEARNS, Governor

This is approved by us—
MOSES HUMPHREY,
CHARLES JONES,
M. A. HODGDON,
} Councilors.

☞ They are making puddled steel at Allentown which stood a tensile strain of 127,320 pounds to the square inch. A piece of the steel-capped rail made by this process was lately tested, and stood five thousand and five hundred blows, and the weld still remained perfect.

☞ The stockholders of the Utica, Chenango and Susquehanna Railroad Company have ratified the lease of their road to the Delaware, Lackawana and Western Railroad, and voted to increase the stock to $3,000,000.

Railroads in Nebraska.

The St. Louis *Journal of Commerce* says that the following railroads are in course of construction to Lincoln, the new State Capital: The Burlington and Mo. River, to be completed by the 9th of June; the Midland Pacific, 12 miles finished; Elkhorn Valley, 10 miles completed; Burlington and Southwestern, 10 miles running, 80 miles paid for; Omaha and Southwestern, 10 miles running. All these roads are being rapidly built.

☞ Upwards of $600,000 have been subscribed by the common stockholders for the preferred stock and bonds of this company, under the terms offered in the Directors' circular of April 25. This sum is in addition to the subscription of $450,000 by the preferred stockholders, and makes an amount exceeding $1,050,000 already pledged to the company for the removal of the old incumbrances upon the property.

☞ The Milwaukee *Wisconsin* says that a party of surveyors in the interest of the Milwaukee and St. Paul Railroad have passed over the route between Ripon and Oshkosh, and are now examining the proposed Omro and Winneconne route. They have been in Oshkosh and are making a thorough examination of the entire route, the approaches to the city, &c.

☞ The Muskegon and Big Rapids Railroad Company has been organized with a subscribed capital of about $50,000. The following officers were chosen: President, Alex. Rogers, Muskegon; Vice President, J. S. Stearns, Big Rapids; Secretary, Stewart Ives, Big Rapids; Treasurer, C. Davis, Muskegon; Attorney, Francis Smith, Muskegon.

☞ The officers of ths Sioux City and Columbus R. R. Co., are: President, S. T. Davis; Vice President, Wm. Adair; Treasurer, John Cleghorn; Secretary, Jas. Scott. At a meeting to be held on the 14th of June it is expected some action will be taken towards the commencement of the work.

☞ A writer in the Dubuque *Times* says that the Western Union road has already concluded, under certain contingencies, to construct a bridge across the Mississippi at Savannah to Sabula so that trains can go from Dubuque to Milwaukee without change of cars.

☞ Since the 1st of September last, the Illinois Central Railroad Company have shipped northward 50,692 bales of cotton, and during the month of April, 338 hhds. of tobacco were forwarded from Cairo.

☞ A new railroad, 73 miles in length, is in contemplation in Mississippi, between Okolona and the Tennessee river at Eastport.

☞ At the Lake Superior copper mines last year, 30,909,549 pounds of mineral were smelted. They yielded 23,483,079 pounds of fine copper.

☞ The North Missouri railroad will be completed to Ottumwa, Iowa, by the 4th of July.

English Patent for Sale,

Covering several valuable Steel

RAILWAY SPRINGS,

some of which are in successful use in this country. Also, Rights in other foreign countries. Apply to

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OFFICE OF TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, No. 80 BROADWAY, NEW YORK, May 24, 1870

THE COUPONS DUE 1ST JUNE ON THE FIRST mortgage bonds of the Toledo, Peoria and Warsaw Railway Company (Eastern Division) will be paid on and after that date at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, less Government tax.

2t22 ZENO SECOR, President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO. NEW YORK, May 2d, 1870.

The Annual Meeting of the Shareholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the city of Chicago, on WEDNESDAY, the twenty-fifth day of May instant, at 12 o'clock noon.

The transfer books of the Company will be closed after the fourteenth instant, and until the first day of June proximo.

L. A. CATLIN, Secretary.

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SCALE IN STEAM BOILERS REMOVED WITHout loss of time or injury to the iron. Send for Circulars to

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have for SALE a complete assortment of LATHES, PLANERS, TOOLS, &c., for working both wood and iron, and smiths' and boiler-makers' tools; suitable for the manufacture of steam engines, boilers, and general machinery of every description, together with the drawings and patterns relating to the same; also, the engines, boilers, cranes, foundry fixtures, shafting, pulleys, and hangers, the valuable lot of gear patterns (being the most complete in the country), and the tools, fixtures and patterns for the construction and erection of architectural work.

Also, a Marine Beam Engine, cylinder 60 inches by 10 feet stroke, suitable for a coasting or heavy towing steamer.

Terms cash or good securities. SEND FOR CATALOGUE.

Glynn's Anti-Incrustator for Steam Boilers.

THE only reliable article for removing and preventing incrustation. No foaming, and does not attack metals of boiler. Liberal terms to agents.

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STEEL STAMPS, NAME PUNCHES,
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A line of upwards of 200 Freight Cars, with *Changeable Gauge Trucks*, are in successful operation

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To any and all Gauges of Track.

The Lobdell Car Wheel, Tire and Machine Co., Wilmington, Del., have been appointed Sole Agents, South and South-West of New York, for the Manufacture and Sale of the above Patent Adjustable Gauge Cars, and are prepared to furnish Cars constructed under these Patents. Trucks complete, or Wheels and Axles only.

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Which will not take *fire* or *explode*, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

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CHIEF ENGINEER AND GENERAL SUPT'S OFFICE,
MOBILE AND MONTGOMERY RAILROAD,
MONTGOMERY, ALA., April 22, 1870.

Notice to Bridge Builders and Railroad Contractors.

On the first day of June next, the Mobile and Montgomery Railroad Company will be prepared to let to contract all the work embraced in extension of their Road from the East side of Mobile Bay into the city of Mobile, a distance of about twenty miles.

There will be embraced in this work about—
3,500 feet First Class Bridging on Iron Piers;
2 Large Draw Bridges;
25,000 feet Pile Trestle Work;
150,000 cubic yards Earth Work;
20 miles Clearing, Cross Ties, and Track-laying.

After the fifteenth day of May, the Plans and Specifications will be ready for the inspection of parties desiring to offer proposals for this work. Address—

G. JORDAN,
CHIEF ENGINEER,
Montgomery, Ala.

☞ The above letting has been postponed, from Wednesday, June the 1st, to Wednesday June the 15th. Proposals will be received up to 10 A. M. on that day. Complete specifications will be ready by the 15th inst.

G. JORDAN,
Chief Engineer.

Montgomery, Ala., May 10, 1870.

Northern Pacific Railroad.
To Railroad Contractors.

SEALED PROPOSALS will be received at the office of the Northern Pacific Railroad Company, 120 Broadway, corner of Cedar street, New York, until Wednesday, the 1st day of June, 1870, at 12 o clock noon, for the grading, masonry, bridging and ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota extending from the Dallas of the St. Louis river to the Red river, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road bed for a single track and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail or by the mile.

The said company will also receive proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on Wednesday, May, 4, 1870, at the office of the company, as above, where plans of the structures and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.

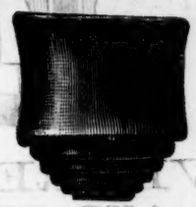
The company reserve the right to reject any or all bids not deemed to be for the interest of the company.

Printed circulars containing full information, will be furnished on application, by mail or otherwise, to Edwin F. Johnson, Chief Engineer, or to the President of the company, at the office, 120 Broadway, as above.

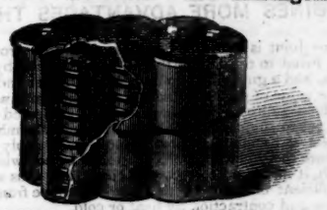
J. GREGORY SMITH,
President Northern Pacific Railroad Co.
NEW YORK, April 26, 1870.

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For Railroad and Steamboat Use, Steam Packing, &c.,
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For Locomotive and Stationary Engines, Locomotive Spring Balances, Water Gauges and Test Pumps.

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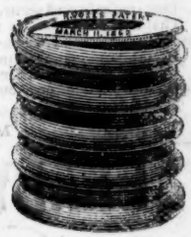
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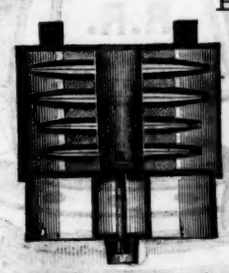
Compound Spiral.



Soid India Rubber.



Double Volute Buffer.



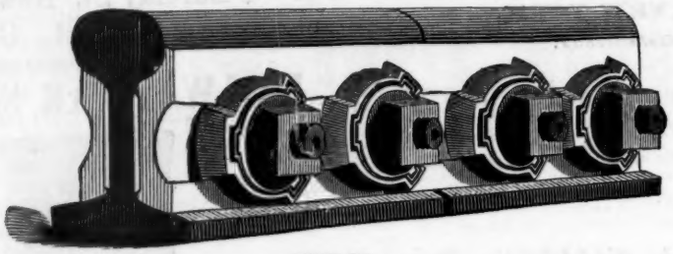
Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves expressly for the purpose.

Manufactory, Manhattanville, N.Y.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

BRADY'S RAILROAD LANTERNS.



The strongest and best in use; are made principally of Malleable Iron. Here lies the secret of their strength, the frame being capable of supporting a weight of Four or Five Hundred Pounds; and yet they are little heavier than ordinary Lanterns. The guards are rivited through the top and bottom flanges, the rings wound with wire where they cross the guards, and the whole frame tinned, uniting each piece with the other, making it the *strongest* Lantern ever offered to the public. RAILROAD MEN *especially* cannot fail to see that it will be economy to purchase these Lanterns, as there is no part that can be broken with ordinary use, except the Globe, which being adjustable, is easily and cheaply replaced with any color and at a small cost; the greater weight being at the bottom, it cannot readily upset. Now used on the following Railroads: New York and New Haven; Hartford and New Haven; Shore Line, Conn.; Providence and Worcester; Boston and Maine; Conn. and Passumpsic Rivers; Fitchburg; Rensselaer and Saratoga; Troy and Boston; Boston and Providence; Boston, Clinton and Fitchburg; Charlotte, Columbia and Augusta; Connecticut River; European and North American; Hartford, Providence and Fishkill; Mobile and Ohio; Portland and Kennebec; Boston, Hartford and Erie; Worcester and Nashua; Lake Superior and Miss.; Hudson River, and many others.

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according to location of berth.

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ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

June 4, ALASKA, Capt. Gray, connecting with the CONSTITUTION Capt. Cavarly.

Steamer JAPAN, will leave San Francisco July 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. FRIDAY, June 2. Freight for Central American and South Pacific ports will be received until 4 P. M. THURSDAY, June 2, only.

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For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street. F. R. BABY, Agent.

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